SAN FRANCISCO PUBLIC LIBRARY
3 1223 09321 1671

5/S

San Francisco Public Library

Government Information Center
San Francisco Public Library
100 Larkin Street 5th Floor
San Francisco, CA 94102

REFERENCE BOOK
Not to be taken from the Library

Digitized by the Internet Archive
in 2014

https://archive.org/details/masterplanofcity1966sanf

3 1223 09321 1671

SAN FRANCISCO STUDY CENTER
P. O. Box 5646
San Francisco 94101

THE MASTER PLAN

of the City and County of San Francisco

SAN FRANCISCO CITY PLANNING COMMISSION

THE MASTER PLAN
OF THE CITY AND COUNTY OF SAN FRANCISCO

"It shall be the function and duty of the (City Planning) Commission to adopt and maintain, including necessary changes therein, a comprehensive, long-term, general plan for the improvement and future development of the City and County, to be known as the Master Plan."

Section 116, Charter of the City and County of San Francisco

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

THE MASTER PLAN OF THE CITY AND COUNTY OF SAN FRANCISCO

TABLE OF CONTENTS

. . . . . .
. . . . . .

The Master Plan adopted in December 1945, which is described in the introduction, may be consulted in the offices of the Department of City Planning at 100 Larkin Street. The several sections which have been amended and are available for distribution are listed below. These consist of a map and a text outlining the objectives, principles and standards of the pan, and in some cases describint the plan. The official maps of the plans, printed at larger scale, are available for inspection at the offices of the Department of City Planning. Sections of the plan which are out of print are also noted. Additional parts of the Master Plan presently under study for adoption or amendment include a Public Transit Plan, a Downtown Plan, a School Location Plan, and a Police Facilities Plan.

Table of Contents

Introduction

Land Use Sections of the Master Plan

I. The City-wide Land Use Plan
adopted January 1953, amended April 1958.

II. The City-wide Urban Renewal Plan
adopted May 1960.

Transportation Section of the Master Plan

I. The Trafficways Plan
adopted July 1951, amended May 1955 - reprinted with a note on current status of the plan, August 1963.

II. The One-way Street Plan
adopted January 1951, amended March 1954 and April 1957. OUT OF PRINT

III. The City-wide Parking Plan
adopted January 1962.

Public Facilities Section of the Master Plan

I. The Firehouse Location Plan
adopted October 1952, amended May 1955.

II. The Library Location Plan
adopted April 1953, amended December 1959.

III. Recreation Area and Park Location Plan
adopted November 1956.

IV. This number has been reserved for The Shoreline Development Plan which is presently an un-numbered amendment to the Land Use Section of the Master Plan. This plan was first approved in October 1948 and amended in March 1950 and in February 1953. The map and text of the plan are at present out of print and under study. It is intended that the revised plan will be presented to the City Planning Commission for adoption as Part IV of the Public Facilities Section of the Master Plan.

V. Small Craft Harbor Location Plan
adopted June 1955.

VI. District Health Center Location Plan
adopted May 1960, amended March 1966.

VII. Civic Center Development Plan
adopted April 1959.

THE MASTER PLAN OF THE CITY AND COUNTY OF SAN FRANCISCO

INTRODUCTION

This document, consisting of a statement in textual form, together with the numbered maps and drawings bearing the same title, constitutes the Master Plan of the City and County of San Francisco, as adopted and/or amended to date by the City Planning Commission.

Method of Presentation

This text consists of a statement of basic objectives, principles and standards underlying the Master Plan, with only such descriptive notations as are necessary for a clear interpretation of the maps and drawings.

Detailed statistical data, comparative analyses of alternatives, and discussions of proposals requiring further study have been omitted from this official document. Such material will be found in supplementary reports already published or in the files of the Department of City Planning. The purpose of this document is to set forth concisely the officially adopted Master Plan in a form convenient for reference.

The Master Plan is subject to modification: 1) to meet changing conditions; 2) to show more precisely what now can be foreseen only approximately during early studies; or 3) as a result of detailed study. The maps and drawings are numbered so that future amendments and additions, when adopted by the City Planning Commission, can be incorporated into the Master Plan by reference to the numerical system of the present document.

Content and Purpose of Master Plan

As required by Section 116 of the Charter, the Master Plan sets forth the general location, character, and extent of proposals for the future physical development of San Francisco. Based on estimates of the probable needs of the City in the future, the Master Plan shows the relationships between the different kinds of present and prospective public improvements and service facilities such as trafficways, parks, schools, and utilities, and the desirable location and extent of residential, commercial, industrial, and other uses of privately owned land.

The Master Plan is adopted and maintained by the City Planning Commission as a guide to the coordinated and harmonious development of the City upon an agreed pattern. It serves as a basis for administrative measures by which elements of the plan can be carried out and for such legislative measures as the Board of Supervisors may elect from time to time to adopt.

For convenience of reference the Master Plan is classified into sections by major subjects of which the three most important are: 1) Land Use; 2) Transportation; and 3) Public Facilities. A balanced relationship between the elements of the land use pattern, the distribution of public facilities and the elements of the transportation pattern is an essential and basic objective of the Master Plan.

Relation to Master Plan Adopted in December 1945

Official adoption of this Master Plan is technically an amendment to the Master Plan which was adopted by the City Planning Commission on December 20, 1945, by Resolution No. 2998.

During the year 1945 the City Planning Commission, at the request of the Board of Supervisors, put into form for official adoption all of the work that had been completed on the Master Plan of San Francisco up to that date. Thirty maps, plans, and charts, and three reports were adopted, covering: 1) The Redevelopment of Blighted Areas; 2) Transportation - Utilities; and 3) The Land Use Plan.

The Land Use Plan, as adopted in 1945, was preceded by publication of Present and Future Uses of Land in November, 1944 - a tabulation, summary and analysis of the first complete inventory of existing land uses in San Francisco which was made in 1937. In 1947 a new inventory was made of existing land uses. With the assistance of Ladislas Segoe and Associates, employed as consultants to the City Planning Commission in 1947 and 1948, the Land Use Plan was revised and further detailed.

The Transportation-Utilities Plan, as adopted in 1945, was prepared with the help of Woodruff and Sampson, Consulting Engineers employed by the City Planning Commission to further the transportation studies. Although obviously incomplete as a plan, amendment was deferred pending completion of a detailed technical study carried out in 1947 and 1948 by the Department of City Planning in conjunction with the Department of Public Works, Public Utilities, and Police, and with the help of the consulting firms of De Leuw, Cather & Company, Engineers, and Ladislas Segoe and Associates, City Planners. That study was completed in November, 1948, and findings and recommendations were submitted in A Report to the City Planning Commission on a Transportation Plan for San Francisco by the two consulting firms.

In June, 1969, the City Planning Commission adopted, as an amendment to the city-wide master plan, the Northern Waterfront Plan. This plan proposes development standards and guidelines for an area along the northern waterfront from Aquatic Park to China Basin. In the case of any apparent inconsistency, the contents of this plan take precedent over the city-wide plan.

In February, 1970, the City Planning Commission adopted, as an amendment to city-wide master plan, the South Bayshore Plan. This plan proposes development standards and guidelines for an area in the southeast sector of the City . In the case of any apparent inconsistency the contents of this plan take precedent over the city-wide plan.

All of these previously adopted plans, and studies and reports, as well as subsequent analyses and development by the Department of City Planning, form the basis of the Master Plan in its present form. The previously adopted reports, although now replaced in part by this document as the formal expression of the Master Plan, will continue to be reports of lasting value on the Master Plan. Portions of the previously adopted reports will continue to constitute parts of the official Master Plan until all phases of their content are amended and included in this form of document.

LAND USE SECTION OF THE MASTER PLAN OF THE CITY AND COUNTY OF SAN FRANCISCO

"The master plan ... shall include a land use plan showing the the proposed general distribution and the general location and extent of housing, business, industry, recreation, education, and other categories of public and private use of land, and recommended standards of population density and building intensity."

Section 116, Charter of the City and County of San Francisco

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

LAND USE SECTION OF THE MASTER PLAN

I. CITY-WIDE LAND USE PLAN

A. Objectives of the City-Wide Land Use Plan

The City-wide Land Use Plan of San Francisco is designed as a general guide to the attainment of the following objectives:

1. Improvement of the city as a place for living, by aiding in making it more healthful, safe, pleasant, and satisfying, with housing representing good standards for all families and by providing adequate open spaces and appropriate community facilities.

2. Improvement of the city as a place for commerce and industry by making it more efficient, orderly, and satisfactory for the production, exchange and distribution of goods and services, with adequate space for each type of economic activity and improved facilities for the loading and movement of goods.

3. Organization of the two principal functional parts of the city--the working areas and the community areas--so that each may be clearly distinguished from but complementary to the other, and so that the economic, social, and cultural development of the city may be furthered.

4. Protection, preservation, and enhancement of the economic, social, cultural, and esthetic values that establish the desirable quality and unique character of the city.

5. Coordination of the varied pattern of land use with public and semi-public service facilities required for efficient functioning of the city, and for the convenience and well-being of its residents, workers, and visitors.

6. Coordination of the varied pattern of land use with circulation routes and facilities required for the efficient movement of people and goods within the city, and to and from the city.

7. Coordination of the growth and development of the city with the growth and development of adjoining cities and counties and of the San Francisco Bay Region.

[illegible] OF THE [illegible] PLAN

1. [illegible]
. . . . . .
. . . . . .

A. [illegible] the Five-Point Land Use Plan

The City-wide Land Use Plan of the Planning Commission is designed to guide the attainment of the following objectives:

1. Improvement of the city as a place for living, by aiding in making it more beautiful, safe, pleasant, and suitable with dwellings and by promoting adequate open spaces and appropriate convenient location.

2. Improvement of the city as a place for commerce and industry in making it more readily orderly, and satisfactory for the purposes of production, exchange and distribution of goods and to value, such that each type of economic activity may flourish and [illegible] for the city's [illegible].

3. Coordination of the two preceding objectives [illegible] the city the most convenient [illegible] and community areas [illegible] to the city, and to [illegible] from and contemporary and transformation of the city may be [illegible].

4. [illegible], preservation, and enhancement of the economic, cultural, and esthetic value that embodies the [illegible].

5. Use [illegible] of the varied sections of land use with public and semi-public service facilities required by different [illegible] of the city, and the maintenance of the [illegible] and [illegible].

6. Coordination of the varied pattern of land use with a transportation [illegible] and facilities for the [illegible] of people and goods within the city, and to and from the city.

7. Conservation of the [illegible] and development of the city with [illegible] and use of the [illegible] may require.

I. The City-wide Land Use Plan

B. Principles of the City-Wide Land Use Plan

The City-wide Land Use Pland is concerned with the city as a whole, and indicates generally how public and private land can be used best to promote the objectives of the plan.

The following principles are integral and basic elements of the City-wide Land Use Plan:

1. The natural division of the city into two distinct functional areas--one primarily for production, distribution and services, and the other for residential purposes and the community facilities which are closely related to residential activities--should be recognized and encourages.

2. The division of the two functional parts of the city into four working areas and twelve residential community areas should be recognized for planning purposes, with boundaries between such areas defined where practicable by traditionally accepted topographic or naturally formed limits or by the location of existing or proposed trafficways or open spaces.

3. A population holding capacity should be established for the city based on desirable and feasible density standards.

4. A population density pattern for the residential communities of the city should be established as a basis for determination of the location and extent of public and private facilities required to serve the community areas.

5. The pattern of desirable population densities should provide throughout the city opportunity for a wide range of building types to serve a variety of family sizes and income levels, without undue congestion in any one area.

6. The distribution of each category of population density as established in the standards of the City-wide Land Use Plan should be guided by topographic and transportation considerations, as follows:

    a. high density on easily accessible hilltops and ridges, along the edges of permanent open spaces and in closest proximity to public transit routes and major thoroughfares and to community business centers;
    b. medium density on the slopes of hills and in proximity to public transit and secondary throughfares and to neighborhood shopping districts;
    c. low density on the most nearly level land and on land most distant from primary transportation routes.

I. The City-wide Land Use Plan

7. Each of the community areas of the city should be defined and limited in extent to serve as an economic, social, and physical sub-unit of the city as a whole.

8. Within each residential community area the public and semi-public facilities, such as a high school, junior high school, and playfield, should be grouped wherever possible into community centers easily accessible to all residents of the area.

9. The commercial facilities which serve all the residents of a community area should be assembled and compactly grouped into business centers convenient to but not directly on major trafficways and adjacent to the community centers.

10. Land for public and commercial facilities in each community area should be provided in proportion to the prospective population which will obtain under the standards of the City-wide Land Use Plan.

11. The working areas of the city should be defined and designated in extent so as to increase the efficiency of each of the areas as a specialized center of management, production, or distribution.

12. The working areas of the city should be related to the trafficways and transit systems so as to minimize time and distance in the journey to work from each of the community areas of the city and from within the San Francisco Bay Region.

C. Standards of the City-wide Land Use Plan

Residential Density Standards:

1. Three categories of population density per net acre--low density, medium density, and high density--are used in the designation of the residential pattern.

2. Population densities in each category should not exceed, on the average, the following number of persons per net acre:

   a. low density: 55 persons per net acre
   b. medium density: 110 persons per net acre
   c. high density: 220 persons per net acre

C. [illegible]

[illegible]

[illegible]

I. The City-wide Land Use Plan

Community and Neighborhood Commercial Area Standards:

3. Area for commercial facilities serving the needs of the population of the city resident in the community areas should be provided at the rate of approximately three-quarters of an acre to one acre of commercial land for each 1000 inhabitants of the city.

4. Commercial land should be provided in sufficient quantity to permit community areas to have one or more community business districts of a size adequate to support a full range of commercial services for residents within a one-mile radius.

5. Neighborhood shopping districts should provide those types of retail shopping and personal service facilities which are used most frequently and should be distributed throughout the city so as to have a service radius of 1/4 to 1/2 mile depending upon the population density and topography of the area served.

D. Description of the City-wide Land Use Plan

The City-wide Land Use Plan, recorded on Plate I, which is included as a part of this document, is a generalized plan indicating on a city-wide basis the principal land uses in each part of the city, and the pattern of residential densities.

The Working Areas

The most significant division in the city expressed by the City-wide Land Use Plan is that distinguishing the working areas from the community areas. Except in a few isolated instances the entire range of commercial and industrial activities of city-wide importance is confined to the eastern flank of the city between the Bay and the first tier of hills rising west of the Bay. The types of use for which land is allocated in the working areas are classified into four categories: 1) Downtown, 2) Business and Services, 3) Light Industry, and 4) General Industry.

The Downtown District contains the downtown shopping, entertainment and financial sections of the city as well as some of the downtown apartment and hotel quarters. Surrounding this district on three sides is the primary area devoted to and designated for Business and Services. These are businesses and uses which supplement and are necessary to the total economy of the downtown area. Examples of these are the automobile sales and servicing establishment along Van Ness Avenue, and the varied wholesale activities south of Market Street. The other designated uses are those light and general industries which adjoin the harbor and occupy the flat land along the Bay shore of the city. The Plan indicates a transitional belt of light industry, between the general industrial section and residential sections in adjacent community areas.

I. The City-wide Land Use Plan

The Community Areas

The City-wide Land Use Plan indicates the population density distribution for the city in a relatively detailed manner indicating the way in which the city should continue to develop with a mixture of low-medium and high-density dwelling types in each community area.

Average densities differ for two main groups of community areas. The outer districts are predominately low-density areas, with small amounts of medium density and very little high density indicated. The community areas closer to the center of the city have a much higher average density, distributed with particular regard to topography, available open space, land values, and view potential. Thus, the indicated high-density areas follow ridges and slopes and look over areas of medium and low density for the most part, in accordance with the principles of the plan. On the other hand, certain low-density areas on Russian Hill, Pacific Heights and on the slopesof Twin Peaks and Mount Sutro are recognized and retained in the plan. In most cases these are stable, well-maintained areas and provide necessary balance to off-set the surrounding high density use of the land.

In general, the plan indicates a spread of population densities to encourage a variety of residential building types in both central and outlying areas and to encourage a more even distribution of the population throughout the city on the basis of desirable space and density standards.

The Commercial Districts

Indicated also on the City-wide Land Use Plan are the general locations of major shopping centers. Modifications to existing business areas are proposed to provide more compact and efficient centers, with off-street parking facilities.

The City-wide Open and Institutional Areas

The open areas shown on the map are existing and proposed parks, major existing and proposed playgrounds, reservoirs and other public properties which have some city-wide significance and the private golf courses at Lake Merced.

The areas that are shown as "Institutions" are those occupied by or reserved for large groups of buildings of a public or semi-public nature. They include junior and senior high school sites, the sites of City College of San Francisco, San Francisco State College, San Francisco College for Women and the University of San Francisco; Laguna Honda Home, Youth Guidance Center, City and County Hospital, several large parochial high schools, the University of California Medical Center and the Civic Center.

I. The City-wide Land Use Plan

The Visual Aspects of the City-wide Land Use Plan

The City-wide Land Use Plan also emphasizes certain proposals and intentions that affect the beauty and general attractiveness of the city environment. The spacing of densities, the locations of parks and other public facilities, and proposals regarding commercial areas are intended not only to satisfy the objectives and principles of the land use plan leading to a more convenient and efficient environment, but also to enhance the natural and architectural amenities that are important elements in the quality of the city. Thus, many of the aims set forth in the plan are based in part on the visual possibilities inherent in the striking topography and in the diverse yet compact character of the city.

LAND USE SECTION OF THE MASTER PLAN OF SAN FRANCISCO

CITY-WIDE LAND USE PLAN

- LOW DENSITY RESIDENCE
- MEDIUM DENSITY RESIDENCE
- HIGH DENSITY RESIDENCE
- OPEN AREA
- INSTITUTION
- MAJOR SHOPPING
- BUSINESS AND SERVICES
- DOWNTOWN
- LIGHT INDUSTRY
- GENERAL INDUSTRY
- COMMUNITY BOUNDARY

THIS PLAN WAS ADOPTED BY RESOLUTION NUMBER 4120 ON JANUARY 29, 1953, AND AMENDED BY RESOLUTION NUMBER 4863 OF THE CITY PLANNING COMMISSION AT A MEETING HELD ON APRIL 10, 1958

RECOMMENDED
James R. McCarthy
ACTING DIRECTOR OF PLANNING

APPROVED
President
Vice President

CERTIFIED
Secretary

LAND USE
1
PLATE

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

LAND USE SECTION OF THE MASTER PLAN

II. THE CITY-WIDE URBAN RENEWAL PLAN

. . . . . .
. . . . . .

A. Objectives of the Urban Renewal Plan

The City-wide Urban Renewal Plan is designed as a guide to the attainment of the following objectives:

1. A classification of the entire city into stable areas and areas where the different elements of the urban renewal program--conservation, rehabilitation, and redevelopment--will most appropriately apply.

2. A program of urban renewal that will prevent the spread of blight; that will rehabilitate areas that are salvable making them sound and healthy neighborhoods, that will clear and redevelop areas that are non-salvable slums.

B. Definition of Terms

Urban Renewal - This is a program that uses all available public and private devices for revitalizing the city. The goal of urban renewal is to provide a better environment for living and working in the city and to eliminate blight and slums and the conditions which cause them. There are three general categories of urban renewal, each employing a combination of techniques.

Conservation - This is a program that seeks to protect basically sound areas and structures from blighting influences, that seeks to preserve them in a safe and sound state through strict enforcement of housing, building, zoning and other related codes and through the provision of public facilities in accordance with the Master Plan that will stimulate improvements to neighborhood environment and amenities. Some conservation measures are applied area by area in a program of planned area inspections, while others are applied to the city at large in the form of annual inspections, complaint inspections, hazard inspections and inspections of new construction. In addition to the enforcement and public facilities aspects of conservation, it is anticipated that concurrent efforts will be undertaken by neighborhood associations and city-wide citizen's groups to stimulate over-all neighborhood improvements above and beyond the code requirements.

Rehabilitation - This is a program that seeks to restore to good condition area of the city which contain structures and facilities that are below standard. Such buildings should be structurally sound and should constitute appropriate uses of the land. The goal of rehabilitation is to produce healthy areas by removing the causes of blight. This is to be accomplished through planned efforts to relieve traffic congestion, to provide parks, playgrounds and schools, to reorganize the street pattern where feasible, to facilitate the rehabilitation or replacement of deteriorated structures and to eliminate inappropriate land uses through public powers.

A. Objectives of the Urban Renewal Plan

The City-wide Urban Renewal Plan is designed as a guide to the attainment of the following objectives:

1. A clear identification of the entire city which shows civil and areas where the existing elements of the urban renewal physical--[illegible] public[illegible] and institutional--will meet contemporary needs.

2. A program of urban renewal that will preserve, to advantage or display [illegible] which possess unique value for the community from social and [illegible] standpoints that are non-conforming [illegible]

Redevelopment - This is a program that seeks through public powers to clear and rebuild areas that are so deteriorated or so badly arranged that they can only be improved through clearance of most existing structures and the provision of new buildings, new uses, new street patterns and new public facilities.

Stable - The term "stable area" is applied to those areas of the city that are basically sound, where the present condition of the structures is satisfactory and where there are adequate public facilities in good condition. Such areas would not be the subject of any of the preceding programs except the normal surveillance provided by the city in the administration of its zoning, housing, building and other related codes.

C. Principles of the Plan

The method by which areas have been designated either as redevelopment, rehabilitation, conservation or stable areas is subject to the following principles:

1. Areas that are presently officially designated as redevelopment areas should be recognized in the plan.

2. Areas where there is an incompatible mixture of land uses on the basis of the City-wide Land Use Plan (e.g., residential structures in industrial areas) and where normal development is retarded thereby should be designated for redevelopment.

3. Areas where the present development consists of temporary war housing should be designated for redevelopment.

4. Areas where study has shown that the present development qualifies as a non-salvable slum or as blighted or as incompatible with the adopted City-wide Land Use Plan should be designated for redevelopment.

5. Areas where study has shown that the age, character, quality and maintenance of private structures and public facilities are below the standard for sound, healthy neighborhoods, but do not qualify as non-salvable slums, or as blighted areas should be designated for rehabilitation. The predominant existing land uses in such areas should be consistent with the City-wide Land Use Plan.

6. Those areas where study has shown that the age, character, quality and maintenance of private structures and public facilities are of an average that contributes to a basically sound and healthy neighborhood should be designated for conservation.

7. Those areas where study has shown that the age, character, quality and maintenance of private structures and public facilities are of an average that contributes to a superior neighborhood should be designated as stable.

D. Criteria Used in the Plan

The criteria that determine the quality and appropriateness of private structures and public facilities in the city which, in turn, determine the classification of different areas of the city for redevelopment, rehabilitation, and conservation programs or as stable are contained in a wide range of documents and studies, published and unpublished, and made by agencies of the City and the Federal Government. Among these are:

1. The Census of Housing, 1950, published by the Bureau of the Census.

2. Housing and Neighborhood Conditions in San Francisco, a classification of areas for urban renewal, published by the San Francisco Department of City Planning, September 1955, largely based on the Census of Housing.

3. Planning Area studies, carried out by the San Francisco Department of City Planning 1955-58 consisting of maps of existing land use at the time of the study, the age of the structures by periods, the exterior maintenance of structures, street grades, circulation and transit, zoning under the old and new zoning ordinances, and a development plan for each Planning Area.

4. The adopted City-wide Land Use Plan as amended in 1958.

5. The Zoning Ordinance for the City and County of San Francisco as adopted in November, 1959.

6. The Housing Code for the City and County of San Francisco.

7. The Building Code for the City and County of San Francisco.

8. Conversion Studies carried out by the Urban Renewal Division of the Department of Public Works and a map showing for each block the percentage of residential structures converted to a greater number of dwelling units.

9. An economic Feasibility of Rehabilitation Study carried out by the Urban Renewal Division.

10. Studies carried out by the Department of City Planning of Vacant Land and New Construction in the period 1948-1959.

11. Studies carried out by the Department of City Planning in collaboration with the departments involved to determine the need for and location of parks and recreation areas, libraries, schools, firehouses, health centers, and police facilities.

The data, standards and plans included in these and other reports, studies, documents, and codes are all integrally related to the classification of each area of the city in terms of the Urban Renewal Program.

E. Description of the Plan

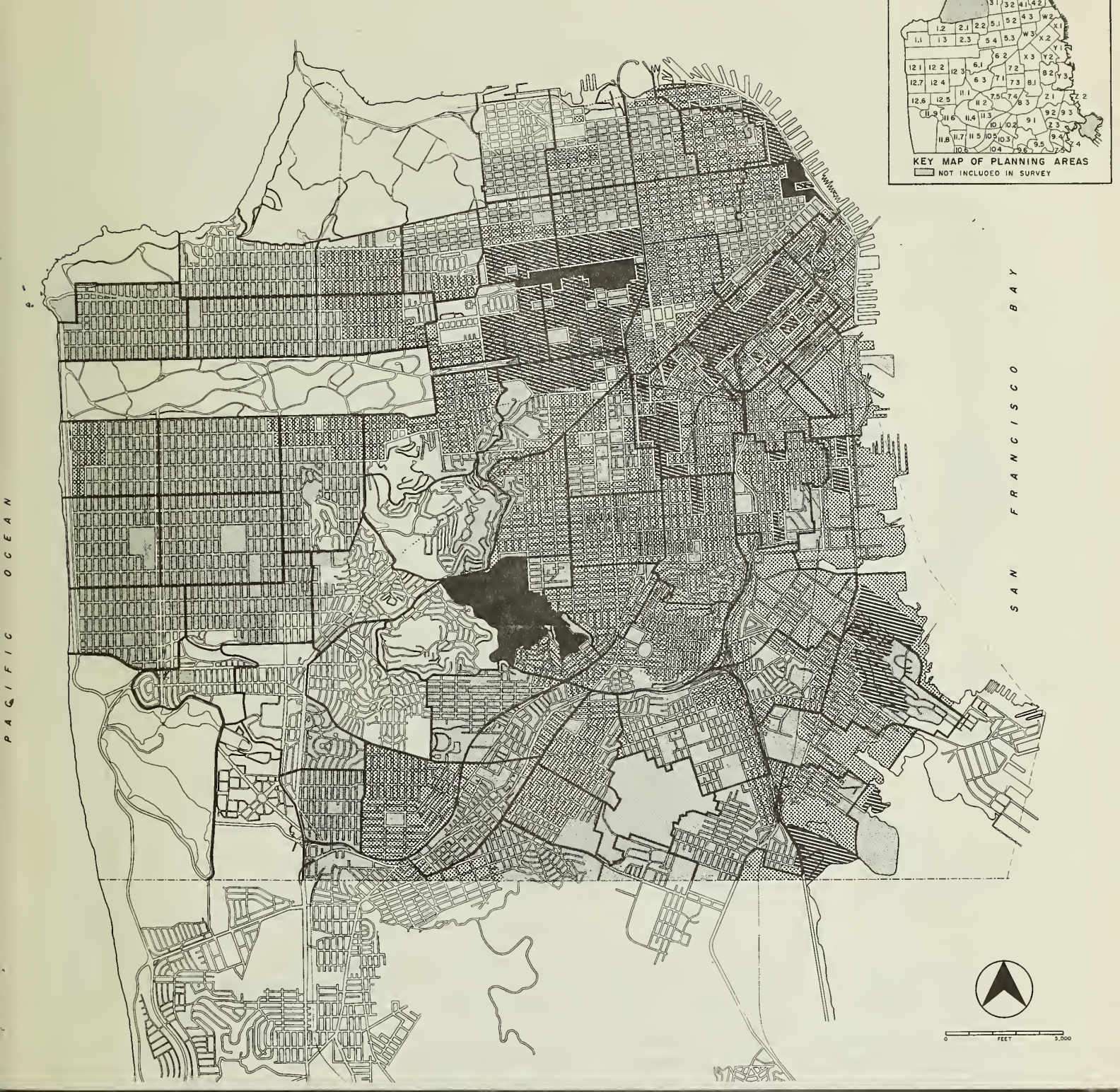
For planning and data gathering purposes the City of San Francisco has been divided into twelve residential communities and four working areas. These areas, in turn, have been divided into planning areas. To facilitate description of the plan the classification of renewal areas is noted below on the renewal program. These are shown on Plate 2: The City-wide Urban Renewal Plan.

It should also be noted that the type of program to be carried on within any of the areas classified for different renewal programs might include a combination of measures: i.e., rehabilitation and conservation or redevelopment and rehabilitation. Support for any of these programs might be federally or locally sponsored.

Planning Areas	Treatment
Community One - Outer Richmond	
1. Point Lobos	Conservation
2. Golden Gate	Conservation, Stable
3. Balboa	Conservation
Community Two - Richmond	
1. Mountain Lake	Rehabilitation, Conservation, Stable
2. Presidio Heights - Laurel Hill	Rehabilitation, Conservation, Stable
3. Arguello	Rehabilitation, Conservation, Stable
Community Three - Marina	
1. Marina - Cow Hollow	Conservation, Stable
2. Marina - Pacific Heights	Rehabilitation, Conservation, Stable
Community Four - Russian Hill-North Beach	
1. Russian Hill	Rehabilitation, Conservation
2. North Beach - Telegraph Hill	Rehabilitation, Conservation
3. Nob Hill	Rehabilitation, Conservation, Stable
Community Five - Western Addition	
1. Alta Plaza	Redevelopment, Rehabilitation, Conservation, Stable
2. Lafayette Park	Redevelopment, Rehabilitation, Conservation
3. Geary - Hayes Valley	Redevelopment, Rehabilitation, Conservation
4. Lone Mountain	Redevelopment, Rehabilitation, Conservation
Community Six - Buena Vista-Twin Peaks	
1. Haight-Ashbury	Redevelopment, Rehabilitation, Conservation Stable
2. Duboce	Redevelopment, Rehabilitation, Conservation Stable
3. Twin Peaks	Conservation, Stable
Community Seven - Mission	
1. Eureka Valley	Rehabilitation, Conservation
2. Dolores	Redevelopment, Rehabilitation, Conservation
3. Noe Valley	Rehabilitation
4. Upper Noe	Redevelopment, Rehabilitation, Conservation
5. Diamond Heights	Redevelopment, Rehabilitation, Conservation

Planning Areas	Treatment
Community Eight - Potrero-Bernal	
1. Potrero-Precity Valley	Redevelopment, Rehabilitation, Conservation
2. Potrero Hill	Redevelopment, Rehabilitation, Conservation
3. Bernal Hill	Rehabilitation, Conservation
Community Nine - Bayshore	
1. McLaren Park-Portola	Rehabilitation, Conservation
2. Silver Terrace	Rehabilitation, Conservation
3. Hunter's Point	Redevelopment, Rehabilitation, Conservation
4. Bay View Park	Rehabilitation, Conservation
5. Visitacion Valley	Redevelopment, Rehabilitation, Conservation
6. Sunnydale	Conservation
Community Ten - Outer Mission	
1. North Cayuga	Rehabilitation, Conservation
2. North Excelsior	Rehabilitation, Conservation
3. South Excelsior	Rehabilitation, Conservation
4. Crocker-Amazon	Rehabilitation, Conservation
5. South Cayuga	Rehabilitation, Conservation
6. Alemany	Rehabilitation, Conservation
Community Eleven - West of Twin Peaks	
1. Forest Hill-West Portal	Conservation, Stable
2. Mount Davidson	Conservation, Stable
3. Sunnyside	Conservation, Stable
4. Monterey	Stable
5. Ocean View	Rehabilitation, Conservation
6. Junipero Serra	Conservation, Stable
7. Merced Heights	Conservation, Stable
8. Parkmerced	Stable
9. Lakeshore	Conservation, Stable
Community Twelve - Sunset	
1. Ocean Beach	Rehabilitation, Conservation
2. North Sunset	Rehabilitation, Conservation
3. Sunset Heights	Rehabilitation, Conservation, Stable
4. Central Sunset	Conservation
5. Parkside	Conservation, Stable
6. West Parkside	Conservation, Stable
7. West Sunset	Conservation

Planning Areas	Treatment
Working Area W	
1. North Embarcadero	Redevelopment, Rehabilitation, Conservation
2. Downtown	Redevelopment, Rehabilitation, Conservation
3. Civic Center	Redevelopment, Rehabilitation, Stable
Working Area X	
1. Rincon Hill	Rehabilitation
2. South of Market	Redevelopment, Rehabilitation
3. Division	Redevelopment, Rehabilitation
Working Area Y	
1. China Basin	Rehabilitation
2. Channel	Rehabilitation
3. Central Basin	Redevelopment, Rehabilitation, Conservation
Working Area Z	
1. Islais Creek	Rehabilitation, Conservation
2. India Basin	Redevelopment, Rehabilitation
3. South Basin	Rehabilitation, Conservation
4. Double Rock	Redevelopment, Rehabilitation, Conservation
5. Candlestick	Redevelopment, Rehabilitation



LAND USE SECTION OF THE MASTER PLAN OF SAN FRANCISCO

CITY-WIDE URBAN RENEWAL PLAN

- REDEVELOPMENT PROJECT
- AREA SUITABLE FOR REDEVELOPMENT PROGRAMS
- AREA SUITABLE FOR REHABILITATION PROGRAMS
- AREA SUITABLE FOR CONSERVATION PROGRAMS
- STABLE AREA
- PLANNING AREA BOUNDARY

THIS PLAN WAS ADOPTED BY RESOLUTION NUMBER 5265 OF THE CITY PLANNING COMMISSION AT A REGULAR MEETING HELD ON MAY 12, 1960

RECOMMENDED
DIRECTOR OF PLANNING

APPROVED
PRESIDENT

CERTIFIED
SECRETARY

LAND USE

2

PLATE

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

TRANSPORTATION SECTION OF THE MASTER PLAN OF THE CITY AND COUNTY OF SAN FRANCISCO

"The master plan shall show the general location, character, and extent of existing and proposed street railway, bus, railroad, air, water, and other transportation routes and terminals, public ways, grounds and open spaces .... It shall include proposals for the acquisition, extension, widening, narrowing, removal, relocation, vacation, abandonment, sale, or change in use of any of the foregoing public ways, routes, grounds, (and) open spaces."

Section 116, Charter of the City and County of San Francisco

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

TRANSPORTATION SECTION OF THE MASTER PLAN

I. The Trafficways Plan

. . . . . .

. . . . . .

A. Objectives of the Trafficways Plan

The Trafficways Plan of San Francisco is designed as a guide for the attainment to the greatest degree possible of the following objectives: /20/

1. Adequate provision for the expeditious, convenient, and safe movement of vehicular traffic, including rubber-tired public transit vehicles where appropriate, between all neighborhoods, community areas, and working areas of the city, and the gateways leading into and out of the city.

2. Development of an efficient, economical, and balanced system of major trafficways consisting of freeways, major thoroughfares, and secondary thoroughfares, each employed where it s is most suitable and effective from the standpoint of present and prospective traffic movement and from the standpoint of the present and desirable future use and development of adjoining land areas.

3. Coordination of the trafficways system with related transportation plans and facilities of other categories, especially public transit, as well as with other related features and facilities of land development provided for in other sections of the Master Plan.

B. Principles of the Trafficways Plan

The Trafficways Plan is concerned with through streets or thoroughfares; i.e., those streets or thoroughfares which serve principally as a means of providing for the movement of traffic from one community or working area within or outside the city to another. (For reference to local access streets, which serve principally to provide access to abutting property, see the Land Use Section of the Master Plan.) The following principles are an integral and basic part of the Trafficways Plan: /21/

1. The system of trafficways should consist of two principal functional types of trafficways:

   (a) Radial routes, linking the downtown metropolitan district of the city with the outlying working and residential areas and other important traffic generators and with the gateways leading into and out of the city; and

   (b) Circumferential or crosstown routes, intersecting the radial routes, linking the various community areas of the city, collecting and distributing radial traffic, and by-passing through traffic around areas of highest traffic concentration in and near the downtown metropolitan district of the city.

August 16, 1963

THE CURRENT STATUS OF THE TRAFFICWAYS PLAN

This is a reprint of the Trafficways Plan, Part I of the Transportation Section of the Master Plan, as it was adopted by the City Planning Commission on July 17, 1951, and amended by the Commission on May 19, 1955.

Several recent actions by the Board of Supervisors have a direct bearing on the status of routes recommended in the Trafficways Plan:

(1) In its Resolution Number 45-59, January 23, 1959, the Board stated as its official policy that it would not enter into freeway agreements with the State Division of Highways for certain named freeway projects on the Master Plan;

The Western (Panhandle) Freeway
The Junipero Serra Freeway
The Park-Presidio Freeway
The Central Freeway, north of Turk Street
The Golden Gate Freeway
The Mission Freeway, north of 30th Street
The Crosstown Freeway

(2) In Resolution Number 326-62 passed June 11, 1962, the Board of Supervisors voted to authorize a joint feasibilities study, and preparation of preliminary plans, by the State Division of Highways and the City departments of City Planning, Public Works, and Recreation and Park for two possible freeway routes to connect the Central Freeway with the Golden Gate Bridge: (a) A Park-Panhandle route which would go through or near the Panhandle and a portion of Golden Gate Park and utilize the Park-Presidio Freeway route to the Golden Gate Bridge approach; (b) A Pacific Heights ("Crosstown") Tunnel route, directly from the Turk Street terminus of the Central Freeway to the Richardson Avenue approach to the Golden Gate Bridge. This study is currently under way.

(3) On August 12, 1963, in Resolution Number 458-63, the Board of Supervisors approved the Pacific Heights ("Crosstown") Tunnel route as a route on which it would make freeway agreements with the State Division of Highways.

Upon the completion of the above-cited joint State-City route feasibility and preliminary plan study, the City Planning Commission will review the proposed projects and will then act to revise the Trafficways Plan in the light of the recommendation then proposed, as well as proposals made by the Director of Planning for possible concurrent revisions to other routes on the recommended Trafficways Plan.

Current status of approved freeway routes in the Trafficways Plan is as follows:

Bayshore Freeway (James Lick), completed; Central Freeway, completed to Turk Street; Embarcadero Freeway, completed to Boardway; Southern Freeway, under construction; Southern-Embarcadero Extension, portions under construction and plans for other portions approved by the State Highway Commission and the Board of Supervisors (route varies from that shown on the Trafficways Plan); Hunters Point Freeway, preliminary plans under review by State Highway Commission and City departments.

I. The Trafficways Plan

2. The system of trafficways should be so designed that the several types of facility composing it--freeways, major thoroughfares, and secondary thoroughfares--are located between or skirting, rather than cutting through, residential communities and neighborhoods. In order to keep residential neighborhoods free from extraneous thorough-traffic movements, the trafficways should be spaced an average minimum distance of one-half mile apart, except in areas of highest population density where traffic volumes require closer spacings.

3. The system of trafficways should be coordinated with the trafficways systems of adjoining cities and counties and with the system of state highways. Sections of state highways within the city should be so located and designed that they will be in harmony with all aspects of the comprehensive Master Plan of San Francisco.

4. The system of trafficways should be designed to accommodate public transit vehicles, where appropriate, without interference with traffic flow on through-traffic lanes.

5. Opposing flows of traffic on thoroughfares in the trafficways system should be separated wherever possible by a central dividing or median strip. In areas where streets are narrow and widening is not feasible, this principle may be met by application of one-way street controls on parallel streets.

6. The number of intersection conflict points on the trafficways system should be decreased by means of grade separations, channelization, and appropriate restrictions on turning movements. All remaining intersections should be provided with such traffic signals or stop signs as may be necessary for safe and efficient vehicular operation.

7. Lane widths for moving traffic and for parked vehicles on trafficways should conform wherever possible to widths necessary to obtain maximum traffic capacity per lane, as expressed by established standards.

8. All thoroughfares in the trafficways system should be adequately provided with clearly visible directional signs, name signs, and route signs, and with traffic warning and control signs and signals sufficient to prevent hazardous driver delays or uncertainties.

9. Wherever physical conditions permit, major thoroughfares should be given expressway treatment, limiting direct access from abutting property to through-traffic lanes. In such cases where considerable access to adjoining property is necessary, independent service roadways, parallel to but separated from the through-traffic lanes, should be provided.

10. Wherever appropriate and physical conditions permit, major thoroughfares and secondary thoroughfares should be given parkway treatment, providing landscaped strips along either or both sides, and stopping places at outlook points or other points of interest or scenic attraction.

I. The Trafficways Plan

C. Standards of the Trafficways Plan

Classification and Definitions

There are three categories of trafficways in the trafficways system. These categories are: /22/

1. Freeways: Centrally divided trafficways located and designed for the continuous movement of the heaviest volumes of all types of comparatively long-distance, inter-community, vehicular traffic free from the conflicts imposed by:

   a. intersecting flows of traffic and traffic signals;
   b. traffic stopping or parking on the roadway;
   c. traffic gaining access to or egress from abutting property;
   d. left-turn movements across opposing traffic flows;
   e. pedestrians.

2. Major Thoroughfares: Surface trafficways located and designed for the continuous movement of heavy volumes of all types of comparatively short-haul vehicular traffic and for collecting and distributing traffic to and from freeways.

3. Secondary Thoroughfares: Trafficways located and designed for the movement of all types of intra-community vehicular traffic and for collecting and distributing traffic to and from major thoroughfares and freeways.

Freeway Standards /23/

1. Freeways should be so designed to prohibit direct access from abutting property to through-traffic lanes, except for emergency vehicles. Where access to adjoining property is necessary along a freeway right-of-way, independent parallel service roadways should be provided.

2. Freeways should provide two or three paved lanes, or two two-lane roadways, for traffic in each direction, and where practicable a shoulder or bays for disabled vehicles.

3. Freeways should have adequate ramps and accelerating and decelerating lanes providing for the expeditious entrance and exit of vehicles without interferring with continuous traffic flow on the freeway or producing congestion on approach trafficways. Such entrance and exit points should be spaced at intervals between one-half mile and one mile except in the downtown metropolitan district of the city where more frequent ramps may be required for terminal traffic.

4. Freeways must have a right-of-way as wide as feasible up to a maximum of 350 feet, depending on location, topography, and cross-section requirements.

5. Landscaped park strips should be provided where practicable to screen the freeways from adjoining property and to serve as a sound buffer.

I. The Trafficways Plan

6. Except in densely built areas, freeways should be on grade, semi-depressed, or on semi-elevated fill. Where frequent crossings are required, freeways should be depressed or elevated to facilitate the carrying over or under of non-interchange streets and thoroughfares for which continuity is essential for local service.

7. Continuous elevated structures should be avoided on freeways except where:

   a. they form part of a bridge approach;
   b. they are required by topographic conditions;
   c. they are located in industrial districts and traverse the interior of blocks or the axis of through surface thoroughfares.

Major Thoroughfares Standards [24]

1. Opposing flows of traffic on major streets should be separated where practicable by a continuous median strip.

2. Major thoroughfares should provide two or three paved lanes for traffic in each direction and a parking lane to the right of through-traffic lanes.

3. Major thoroughfares should be direct in alignment where possible and free of sharp turns, jogs, or impaired sight distance.

4. Minor intersections should be reduced in number by extension of the major thoroughfare median strip across such intersections. Traffic signal control should be provided at all other intersections, regulated where possible to provide for progressive and unimpeded traffic flow on the major thoroughfare.

5. Pedestrian crossings of major thoroughfares should be clearly distinguished by special lane markings.

Secondary Thoroughfare Standards [25]

1. Secondary thoroughfares should provide where possible two paved lanes for traffic in each direction and a parking lane to the right of through-traffic lanes.

2. Intersections of secondary thoroughfares with local access streets should be controlled where warranted by the installation of stop signs requiring traffic on the local access streets to stop before entering or crossing the secondary thoroughfares.

3. Pedestrian crossings of secondary thoroughfares should be clearly distinguished by special lane markings.

I. The Trafficways Plan

D. Description of the Trafficways Plan

The Trafficways Plan, recorded on Plate 1 which is included as a part of this document, consists of three types of trafficways as listed in the legend on Plate 1: Freeways, major thoroughfares, and secondary thoroughfares. The Trafficways Plan indicates, in addition, some parts of the system which may be given expressway or parkway treatment in accordance with the principles described in paragraphs 21.9 and 21.10 of this document. [26]

Trafficways within the downtown metropolitan district of the city, encircled by the Central Freeway, Broadway, and the Embarcadero, are not included in the Trafficways Plan. Trafficways in the downtown district will be shown as a part of the composite Downtown District Transportation Plan, in which their relationships to other elements of transportation in this terminal area will be indicated. [27]

The Trafficways Plan has for its basic framework a system of freeways into which the surface thoroughfares are tied to complete the citywide circulation system. This freeway system consists of four radial routes and two circumferential distributor routes, the inner one encircling the downtown metropolitan district. Crossings of the Bay to the east, and their approaches, connect with and are a part of the complete freeway system. [28]

In addition to serving the internal circulation requirements of the city, the freeway system has been designed to fit as an integral part into the system of state highways in order to : 1) link the gateways of the city with the downtown metropolitan district which is the primary destination of traffic entering the city; 2) link each gateway to all others, by-passing centers of traffic congestion; and 3) provide suitable collectors and distributors to each major state route from the outlying community areas of the city. [29]

The trafficways included in the plan have been selected not only for their service value to major traffic movements, but also for their relation to and effect on the most efficient and desirable use of the land of the city. The freeway alignments shown on the plan, although carefully studied, are not precised. They are generally indicative, however, of the most desirable and practical routes and of their functional relation to the trafficways system as a whole. [30]

The Trafficways Plan is designed as an ultimate objective, to be effectuated over an extended period of years. Although many elements of the plan are of immediate urgency, the system can be developed by degrees to the extent that financial feasibility and traffic conditions warrant. Relative priorities of the several freeways are indicated generally in the body of the textual description below. [31]

Freeways

Bayshore Freeway

The Bayshore Freeway is a radial route to the southeast. This freeway was planned by the State Division of Highways and some sections were under con-

struction prior to development of this comprehensive Trafficways Plan. Its location, therefore, has been included in the plan as fixed, and has thereby influenced the determination of some other elements of the freeway system. It runs from the Central Freeway at Division Street south through the Potrero and Bayshore community areas to Visitacion Valley and the San Francisco International Airport, passing along the western slope of Potrero Hill, the eastern slope of Bernal Heights above the Islais Creek industrial district, and thence in a line parallel to the present Bayshore Boulevard extended across tidelands to Sierra Point. It is the principal link to the Bayshore working areas and to the Peninsula community areas as far as San Jose. A part of the Inter-regional Highway System, this route carries the principal coastwise traffic load into and out of the city from the south, including most of the heavy inter-regional truck and bus traffic. /32/

Mission Freeway

The Mission Freeway is a radial route to the southwest. It extends southward from the Central Freeway, at Thirteenth Street, between Mission Street and South Van Ness Avenue, through the Bernal Cut to the Southern Freeway. /33/

Southern Freeway

The Southern Freeway is a radial route to the southwest. It follows the historic land route of the original El Camino Real into San Francisco over which the first railroad later entered the city. Following the direction of major present and future population growth, the route extends southward from the Embarcadero Freeway at the Southern Bay Crossing, over Selby Street and Alemany Boulevard in the Islais Creek Canyon, and along the old right-of-way of the Southern Pacific Railroad to Alemany and Junipero Serra Boulevards. Following the only level route to the southwest, and serving areas of relatively high population density, the Southern Freeway should be designed so that rail rapid transit may be accommodated in the central dividing strip south of the Bernal Cut. /34/

This route will serve the community areas in the southwest section of the city between McLaren Park and the Ocean, and will run between the Potrero-Bernal and Bayshore community areas, and the Outer Mission and West of Twin Peaks community areas. It will divert much radial traffic generated by the neighborhoods of the latter community located along Lake Merced and the southern slopes of Mount Davidson from the steep and winding routes over Twin Peaks to its nearly level and direct route, fed by Monterey Boulevard, Ocean Avenue, Holloway Avenue, and the Stanley Drive Parkway. In addition, it will link the downtown metropolitan district most directly with the Junipero Serra route down the Peninsula. /35/

Western Freeway

The Western Freeway is a radial route to the west. Designed to serve concentrated traffic volumes generated by the western community areas of the city, it extends from the Central Freeway at the Civic Center westward to the Crosstown Freeway on the south side of Golden Gate Park. The Western Freeway will not be routed through the Panhandle of Golden Gate Park. /36/

I. The Trafficways Plan

Passing between and serving the Western Addition and Buena Vista Community areas, the Western Freeway is the principal artery to the Richmond and Sunset community areas as well as a by-pass route to the Golden Gate Bridge. Extension of Lincoln Way as a major thoroughfare with expressway treatment westward from the terminal of the freeway, and reduction of intersections on the Sunset Boulevard Parkway, will provide the Ocean-slope community areas with a direct and practically level route to the downtown metropolitan district. In addition, some radial traffic generated by the neighborhoods of the West of Twin Peaks community area located on the northern side of Mount Davidson will be diverted from routes over Twin Peaks to this more level route fed by the Crosstown Freeway through the Laguna Honda canyon. /37/

This freeway will divert from the drives of Golden Gate Park the heavy volume of through radial traffic which presently uses the recreational park drives. /38/

Golden Gate Freeway

The Golden Gate Freeway is a radial route to the northwest. It extends from The Embarcadero along the northern foot of Telegraph Hill on Bay Street to Columbus Avenue, then through a tunnel under Russian Hill, and west from the Central Freeway along the Lombard Street approach to the Golden Gate Bridge. This is the principal route leading to the Golden Gate Bridge, the only link between San Francisco and the community areas of Marin, the dairy, poultry, and lumber counties of the northern coast, and the by-pass route around the northern shore of the Bay to the Sacramento Valley and northern Sierra. This route carries most of the Golden Gate Bridge traffic into and out of the northern section of the city as well as nearly all of the heavy truck and bus traffic from the north. It also serves the densely built Marina-Pacific Heights community area through which it passes. /39/

The section of this freeway along Bay Street and under Russian Hill will provide a nearly level by-pass route for heavy trucks entering the city and direct access to the waterfront industrial areas of the city. The route probably will be elevated along Bay Street, leading into the tunnel west of Columbus Avenue. The western portal of the tunnel will emerge on Lombard Street east of Van Ness Avenue. The freeway will be carried under Van Ness Avenue and will have a full interchange with the Central Freeway. /40/

Projected traffic volumes assign a relatively secondary priority to this route. Improvement to Lombard Street by extending the median strip across the intersections of local access streets, completion of the Broadway Tunnel, and extension of the Marina Boulevard Parkway eastward, will provide interim facilities for handling traffic generated along this route. /41/

The Central Freeway

The Central Freeway is a circumferential distributor freeway around the western and southern borders of the downtown metropolitan district. Designed for the purpose of collecting and distributing traffic to and from the freeway system and the downtown streets, the Central Freeway is an indispensable element in the total freeway system provided in the Trafficways Plan. /42/

I. The Trafficways Plan

Extending from the Golden Gate Freeway at Lombard Street along or west of Van Ness Avenue, it swings east of Van Ness Avenue at Broadway and runs in a midblock location between Van Ness Avenue and Polk Street south to Eddy Street. Ramps connecting with the Broadway Tunnel, Pine, Bush, Post, and O'Farrell Streets will accommodate traffic into and out of the downtown district north of Market Street. Crossing Van Ness Avenue at Golden Gate Avenue, the route swings west of Gough Street, forming a boundary for the westward expansion of the Civic Center, and connects with the Panhandle Freeway. Crossing Market Street at the foot of the slope rising from Valencia Street to the Mint, it swings eastward over Thirteenth Street, connecting with the Mission Freeway and the Bayshore Freeway. Thence it proceeds east between Harrison and Bryant Streets, tying in with the Bay Bridge approach, and connects with The Embarcadero. /43/

This freeway route, distributing traffic to and from the downtown metropolitan district, will carry traffic destined to either side of Market Street from any direction to the point nearest its destination before delivering it to the surface streets. This will minimize the volume of through traffic crossing Market Street, the most important traffic street within the downtown district. As a distributor route it is important that this route have as many entrance and exit ramps as possible. /44/

Construction between Fourth Street and the intersection of Mission and Thirteenth Streets will be completed concurrently with the Bayshore Freeway. Construction north of Broadway is of relatively secondary importance and may be delayed until the Golden Gate Freeway is constructed. The section between Thirteenth Street and Post Street is of utmost importance, and is nearly equaled in importance as a distributor by the section between Post Street and the Broadway Tunnel. /45/

Crosstown Freeway

The Crosstown Freeway, its northern section, the Park-Presidio Freeway, and its eastern section, a part of the Southern Freeway, is an outer circumferential and distributor route connecting all the radial routes three miles from the inner Central Freeway, and by-passing outlying crosstown traffic around the more congested inner routes. /46/

Starting from the Golden Gate Freeway it runs south through the Presidio along Park-Presidio Boulevard to Golden Gate Park. Thence crossing under Golden Gate Park by tunnel to avoid disturbance of park buildings and gardens, it runs south through the Laguna Honda canyon, along the Woodside Avenue boundary of the Laguna Honda Home and Youth Guidance Center, along O'Shaughnessy Boulevard into Glen Canyon, and along Bosworth Street, intersecting the Southern and Mission Freeways. /47/

Acquisition of undeveloped land along the right-of-way of this route and the application of expressway treatment will eliminate immediate need for developing this route to full freeway standards. Such improvements, however, if carried out gradually will facilitate the ultimate conversion of this route into a freeway. /48/

I. The Trafficways Plan

The Embarcadero Freeway

The Embarcadero Freeway is in part the eastern side of the central distributor loop, in part a radial by-pass route, and in part a major approach to the southern Bay crossing leading east. It runs from the Golden Gate Freeway as an elevated structure along The Embarcadero along a line generally parallel to Third Street as far as Twenty-sixth Street where it connects with the southern Bay crossing and with the Southern Freeway. Detailed consideration of its design in relationship to the Ferry Building area may determine an underpass crossing of the foot of Market Street as more desirable. /49/

This route will be the primary distributor of traffic to and from the financial district and waterfront industrial areas. In conjunction with the Crosstown Freeway it sill intercept Mission and Bayshore Freeway traffic destined for these areas and relieve the two freeways at their most heavily traveled inner sections. This route will also be the principal approach from the downtown metropolitan district to the southern Bay crossing. /50/

Junipero Serra Freeway

This route is in part a direct by-pass connection between the northern and southwestern gateways to the city, and in part a radial extension of the Western Freeway. It branches off the Crosstown Freeway near Ortega Street and Eighth Avenue above the floor of the Laguna Honda canyon, tunnels under Golden Gate Heights to a point below Rivera Street and Fifteenth Avenue, and connects with Junipero Serra Boulevard at St. Francis Circle, and thence proceeds south. /51/

Designed as a freeway to serve the crosstown function of Nineteenth Avenue after its capacity is reached, this route by utilizing the 200-foot right-of-way of Junipero Serra Boulevard will also divert traffic around the San Miguel range, of which Twin Peaks is a major feature, via the Western Freeway to the downtown metropolitan district. An alternate route parallel to Nineteenth Avenue was considered, but it would not serve the radial purpose so well, it would require the taking of more developed property, and it would disrupt the existing and desirable future land use pattern. Need for the portion of this route north of St. Francis Circle, involving the acquisition of right-of-way and the construction of a tunnel, is relatively secondary in the development of the complete freeway system. /52/

Major Thoroughfares

The major thoroughfares and secondary thoroughfares in the Trafficways Plan, as recorded on Plate I, require little textual description. Some of the thoroughfares in the plan require little or no physical improvement to conform with the principles and standards of the plan. Some can be given expressway or parkway treatment; some require minor openings or extensions. Others are entirely new thoroughfares. /53/

I. The Trafficways Plan

Shoreline Parkway

Encircling the city is a continuous scenic shoreline drive, treated as a Parkway for most of its length. It starts from The Embarcadero and runs via Beach Street and North Point Street through Fort Mason, along Marina Boulevard and around the Presidio shore, through Sea Cliff and Lincoln Park via El Camino del Mar, along the Ocean shore via the Great Highway, around Lake Merced, thence over the Stanley Drive Parkway, over Sagamore, Sickles and Acton Streets, thence via the new McLaren Parkway skirting the northern shelf of the San Bruno Mountains and passing over the McLaren Park ridge, thence via the Bayview Parkway down Mansell Street, over San Bruno Avenue and along Bayview Park to the Bay shore at the new Hunters Point Expressway. Primarily a recreational scenic drive, this continuous route will make accessible the entire panorama of Bay and Ocean, hills and valleys, that is unique to San Francisco. /54/

Geary Expressway

The principal surface thoroughfare from the Richmond and Park-Presidio community areas to the downtown district, this route can be widened as an expressway between Broderick and Franklin Streets in conjunction with the redevelopment of that portion of the Western Addition. West of Broderick Street service drives can be separated from through-traffic lanes in the existing 125-foot right-of-way when street car tracks are removed, and minor intersections can be closed to left-turn movements by extension of the central dividing strip. /55/

Van Ness Expressway

A part of the surface loop around the downtown metropolitan district, south of Broadway, service drives can be separated from through-traffic lanes in the existing 125-foot right-of-way upon removal of street car tracks. /56/

Market Street Expressway

West of Van Ness Avenue, expressway treatment can be applied to this 120-foot thoroughfare when transit rails are removed from the surface. /57/

Hunters Point Expressway

A new thoroughfare to be constructed on tidelands along Arthur Avenue and Fitch Street and around Candlestick Point to the Bayshore Freeway. This route will provide a level by-pass route for trucks entering and leaving the city via the Bayshore Freeway, in addition to providing access to new tideland industrial and recreational areas. /58/

Geneva Expressway

An elevated connection with the Hunters Point Expressway over the Bayshore Yards of the Southern Pacific Railroad, application of expressway treatment within the portion of its right-of-way which has sufficient width, and extension into Ocean Avenue at the Mission Freeway, will make this route an important part of a circumferential route connecting with Ocean Avenue, Nineteenth Avenue and Twenty-fifth Avenue. /59/

I. The Trafficways Plan

Webster-Laguna

As redevelopment occurs along this route, the right-of-way can be widened and the diagonal connection between Webster and Laguna Streets can be opened. /60/

Army-Clipper

Widening of this route between Guerrero and Douglass Streets, and a diagonal connection to avoid a right-of-way jog, will results in full utility of this route. /61/

Oakdale-Palou

A diagonal link between these thoroughfares at the base of the Hunters Point Ridge will provide a direct and continuous route to the San Francisco Naval Shipyard and the tideland industrial area. /62/

Division-Berry

Extension of Division Street to Berry Street will afford a continuous route from The Embarcadero to Divisadero Street. /63/

Masonic-Presidio-Lyon

Elimination of the jog between Masonic and Presidio Avenues at Euclid Avenue and extension of Presidio Avenue through the Presidio with parkway treatment, to a connection with Lyon Street near Lombard Street, will add to the utility of this crosstown route. /64/

Twin Peaks Boulevard-Roosevelt Way

Elimination of the jog at Seventeenth and Clayton Streets by connecting Twin Peaks Boulevard and Roosevelt Way will improve circulation at this intersection of four secondary thoroughfares. /65/

Holloway Avenue

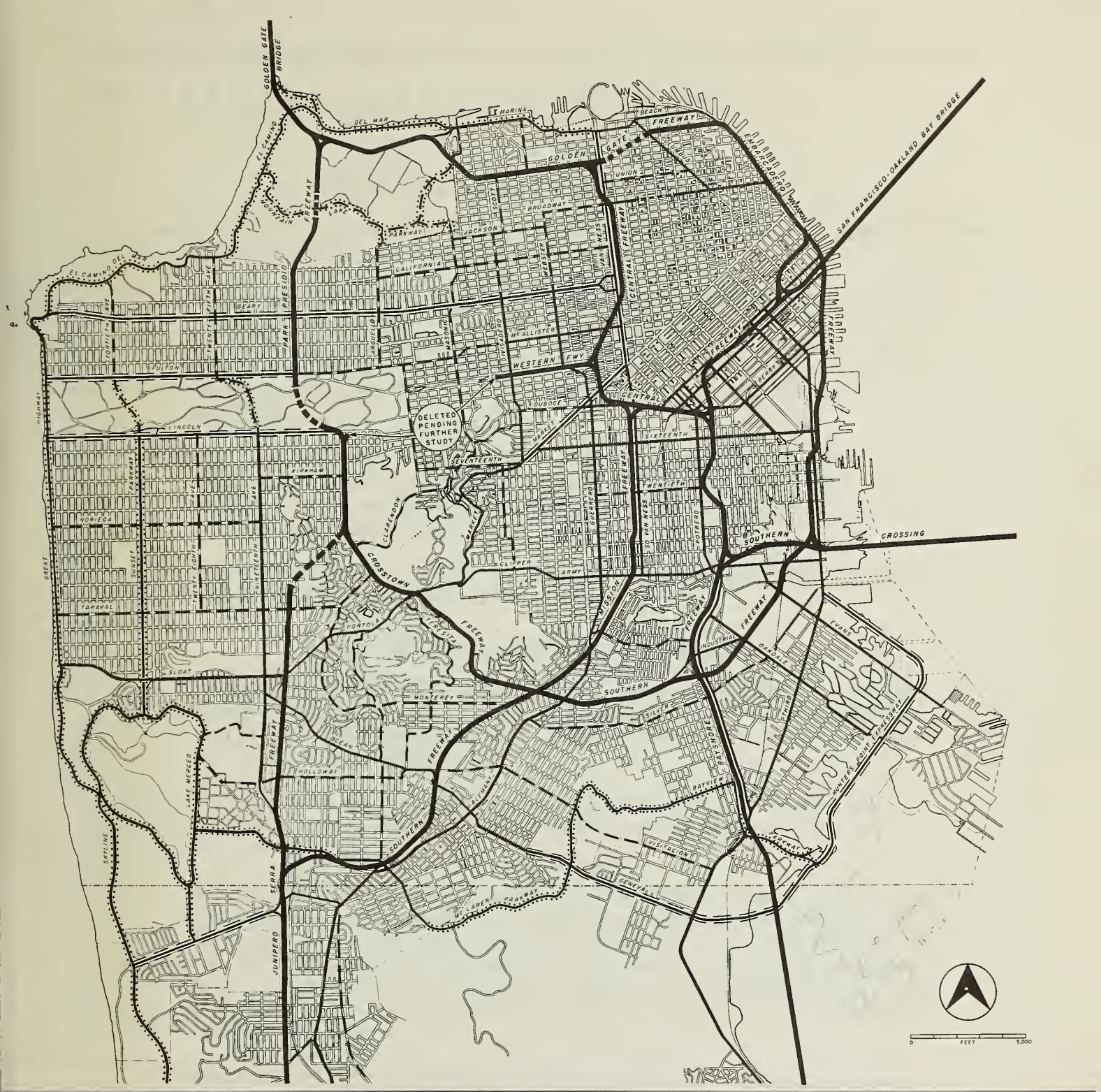
A direct connection between Holloway Avenue and Ocean Avenue near Harold and Phelan Avenue will improve this feeder street into the Southern Freeway. /66/

Phelan-Foerster-Teresita

A direct connection between Phelan and Foerster Avenues along the northernb edge of the City College campus will improve circulation in this area and access to City College. /67/

Sunset-Fortieth Avenue

Extension of the Sunset Parkway across Golden Gate Park to Fortieth Avenue, and extension of Fortieth Avenue to El Camino del Mar along the border of Lincoln Park and Fort Miley, will provide a continuous crosstown route from Lake Merced to the Golden Gate and will provide improved access to the Legion of Honor. /68/



TRANSPORTATION SECTION OF THE MASTER PLAN OF SAN FRANCISCO

TRAFFICWAYS PLAN

- FREEWAY
- MAJOR THOROUGHFARE
- SECONDARY THOROUGHFARE
- EXPRESSWAY TREATMENT
- PARKWAY TREATMENT

THIS PLAN WAS ADOPTED BY RESOLUTION NUMBER 3948 ON JULY 17, 1951, AND AMENDED BY RESOLUTION NUMBER 4423 OF THE CITY PLANNING COMMISSION AT A REGULAR MEETING HELD ON MAY 19, 1955.

RECOMMENDED Paul Oppenheimer DIRECTOR OF PLANNING

APPROVED Ernest E. Williams PRESIDENT

CERTIFIED Joseph Mirabella Jr. SECRETARY

TRANSPORTATION

1

PLATE

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

III. THE CITY-WIDE PARKING PLAN

A. Objectives of the City-Wide Parking Plan

The City-wide Parking Plan of San Francisco is designed as a general guide to the attainment of the following objectives:

1. The preservation and furtherance of the economic stability of the downtown and community business districts by the provision of sufficient and adequate terminal facilities for persons using the city trafficways system to enter the districts in private vehicles to shop, transact business or otherwise to utilize the services available.

2. The facilitation of vehicular traffic movement by the reduction of street traffic congestion through the provision of adequate permanent parking facilities in the interest of the public welfare, safety, and convenience.

3. The identification of those areas in which publicly assisted off-street parking projects may be located.

B. Principles of the City-Wide Parking Plan

1. Publicly assisted off-street parking facilities should be located where there is a demonstrated public need and where maximum effective use of time-limit parking, parking meters and police enforcement has already been made.

2. Publicly assisted parking facilities should be so located and designed that existing traffic congestion in areas to be served will be alleviated.

3. Publicly assisted parking facilities intended to serve community business districts should be located, where possible, within the boundaries of commercially zoned districts or, if located outside the district, immediately adjacent to the boundaries of the district. The taking of residential property in residentially zoned districts for parking facilities should be kept to the absolute, essential minimum.

4. Publicly assisted parking facilities should be located, to the degree possible, at the center of demand in the area to be served.

5. Publicly assisted parking facilities should be combined, to the degree possible, with other compatible uses in order to achieve maximum use of the land and structures.

6. Publicly assisted parking facilities should be developed in harmony with surrounding uses in the areas in which they are located.

C. Standards of the City-wide Parking Plan

1. Publicly assisted parking lots in residential areas should be screened by a solid fence, a wall or compact evergreen hedge not less than four (4) feet in height. The area devoted to parking should not be nearer the street line than the depth of any applicable set-back line established by ordinance. Artificial lighting should be deflected downward and away from any adjoining or facing premises. One identifying sign for each entrance should be permitted.

2. Publicly assisted parking lots should be designed to preclude the need for backing out of the facility through the provision of separate entrances and exists and sufficient aisle and bay widths to permit easy maneuverability within the lot.

D. City-wide Parking Plan Map

The City-wide Parking Plan consists of this text and a map (recorded on Plate 3) showing, on a city-wide basis, the general locations of the following:

1. The Central Business District, including the downtown financial, administrative, retail, governmental and hotel and entertainment areas in which publicly assisted parking facilities should be provided in accordance with over-all plans for the development of the downtown area.

2. The Fisherman's Wharf-Aquatic Park business and entertainment area in which parking facilities should be provided in accordance with over-all plans for the development of the area.

3. Those shopping areas serving the residential communities of the city that, due to the age, type of development or multiplicity of ownership, warrant consideration, under the neighborhood shopping district program of the Parking Authority, for provision of publicly assisted parking facilities, subject to review by the City Planning Commission in the light of the principles and standards of the City-wide Parking Plan and the City-wide Land Use Plan. Specific locations for parking facilities are not shown on the map. The neighborhood shopping areas shown on the map, in the order of the communities in which they are located, are as follows:

Community One - Outer Richmond

Balboa Street shopping area - Balboa Street in the vicinity of 37th Avenue.
Geary Boulevard shopping area - Geary Boulevard, west of Park-Presidio Boulevard.

Community Two - Richmond

Clement Street shopping area - Clement Street, east of Park Presidio Boulevard.

Community Three - Marina

Chestnut Street shopping area - Chestnut Street, west of Fillmore Street.
Fillmore-Union shopping area - Fillmore Street, north of Union Street.

Community Four - Russian Hill-North Beach

Polk Street shopping area - Polk Street, north of Sutter Street.
North Beach shopping area - Parts of Columbus Avenue, Grant Avenue, Stockton Street, Vallejo Street, Green Street, and Union Street.

Community Five - Western Addition

Fillmore shopping area - Fillmore Street, north of Fulton Street.

Community Six - Buena Vista-Twin Peaks

Haight-Ashbury shopping area - Haight Street, east of Stanyan Street.

Community Seven - Mission

Mission Street shopping area - Mission Street, north of Army Street.
Noe Valley shopping area - 24th Street, east of Diamond Street.
Eureka Valley shopping area - Castro Street, south of Market Street.
Mission Street-Bernal Heights shopping area - Mission Street, north of 30th Street and Cortland Avenue.
Glen Park shopping area - vicinity of Diamond and Bosworth Streets.

Community Eight - Potrero-Bernal

Twenty-Fourth Street shopping area - 24th Street, west of Potrero Avenue.
Cortland shopping area - Cortland Avenue, east of Bocana Street.
Mission-Richland shopping area - Mission Street, north of Crescent Avenue.

Community Nine - Bayshore

Third Street shopping area - Third Street, south of Newcomb Avenue.
Visitacion Valley shopping area - Leland Avenue, west of Bayshore Boulevard.
Portola District shopping area - San Bruno Avenue, south of Silver Avenue.

Community Ten - Outer Mission

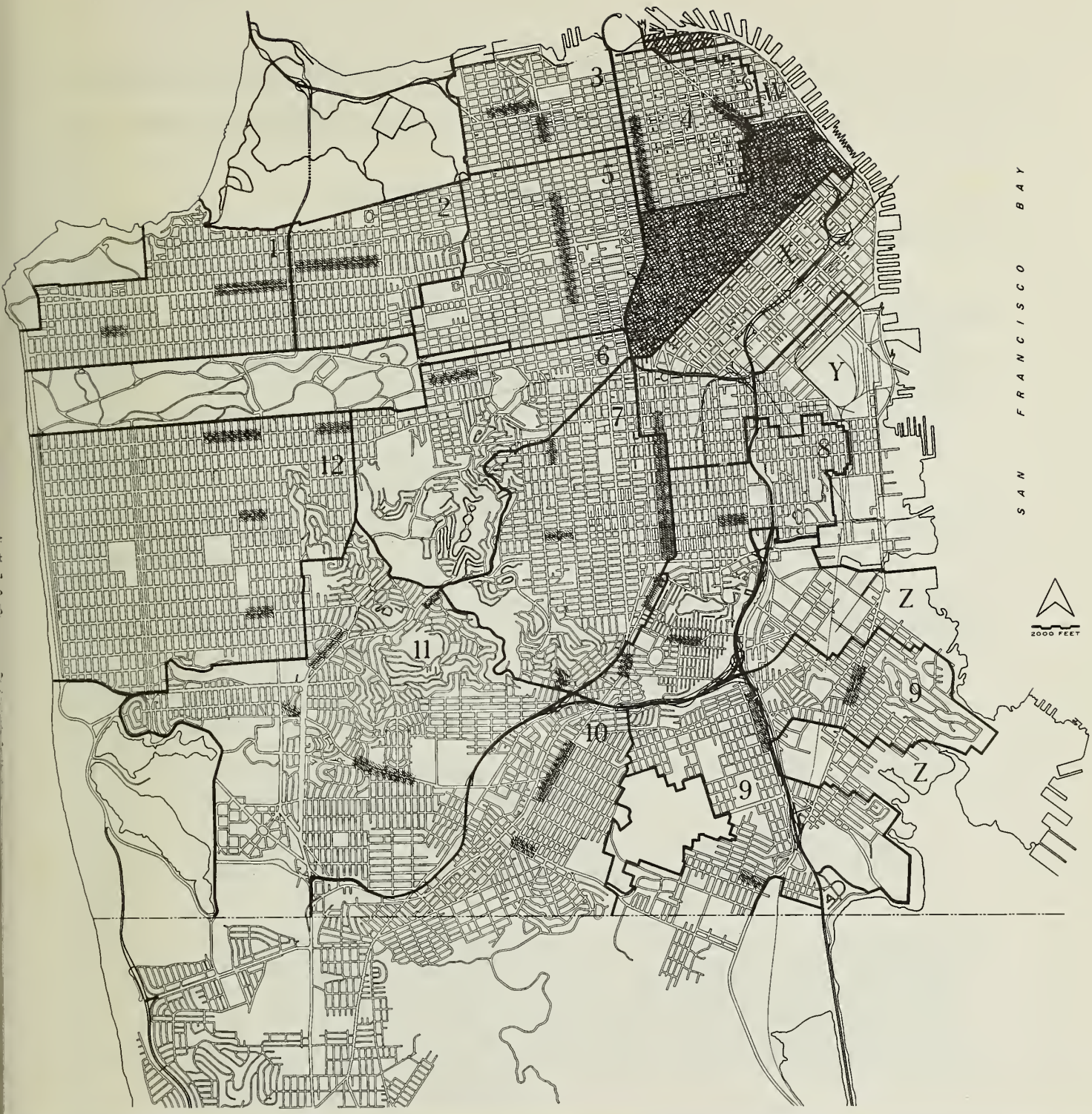
Excelsior District shopping area - Mission Street, south of Avalon Avenue.
Mission-Geneva shopping area - Geneva Avenue, east of Mission Street.

Community Eleven - West of Twin Peaks

Ingleside shopping area - Ocean Avenue, west of Plymouth Avenue.
West Portal shopping area - West Portal Avenue, south of Ulloa Street.
Ocean Avenue shopping area - Ocean Avenue, east of 19th Avenue.
Miraloma shopping area - Portola Drive, west of O'Shaughnessy Boulevard.

Community Twelve - Sunset

Sunset shopping area - Irving Street, west of 7th Avenue.
Irving Street shopping area - Irving Street, west of 19th Avenue.
Noriega Street shopping area - Noriega Street, west of 19th Avenue.
Taraval Street (Parkside) shopping area - Taraval Street, vicinity of 19th Avenue



TRANSPORTATION SECTION OF THE MASTER PLAN OF SAN FRANCISCO

CITY-WIDE PARKING PLAN

- CENTRAL BUSINESS DISTRICT
- FISHERMAN'S WHARF - AQUATIC PARK
- NEIGHBORHOOD SHOPPING AREA
- COMMUNITY BOUNDARY

THIS PLAN WAS ADOPTED BY RESOLUTION NUMBER 5484 OF THE CITY PLANNING COMMISSION AT A SPECIAL MEETING HELD ON JANUARY 11, 1962

RECOMMENDED DIRECTOR OF PLANNING

APPROVED PRESIDENT

CERTIFIED SECRETARY

TRANSPORTATION

3

PLATE

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

PUBLIC FACILITIES SECTION OF THE MASTER PLAN

I. THE FIREHOUSE LOCATION PLAN

A. Objectives of the Firehouse Location Plan

The Firehouse Location Plan of San Francisco is intended to serve as a guide to the greatest degree possible the following objective:

> Development of a system of firehouses which will meet the operating requirements of the Fire Department in providing fire protection services and which will be in harmony with related public service facilities and with all other features and facilities of land development and transportation provided for in other sections of the Master Plan.

B. Principles of the Firehouse Location Plan

The following principles are an integral and basic part of the Firehouse Location Plan:

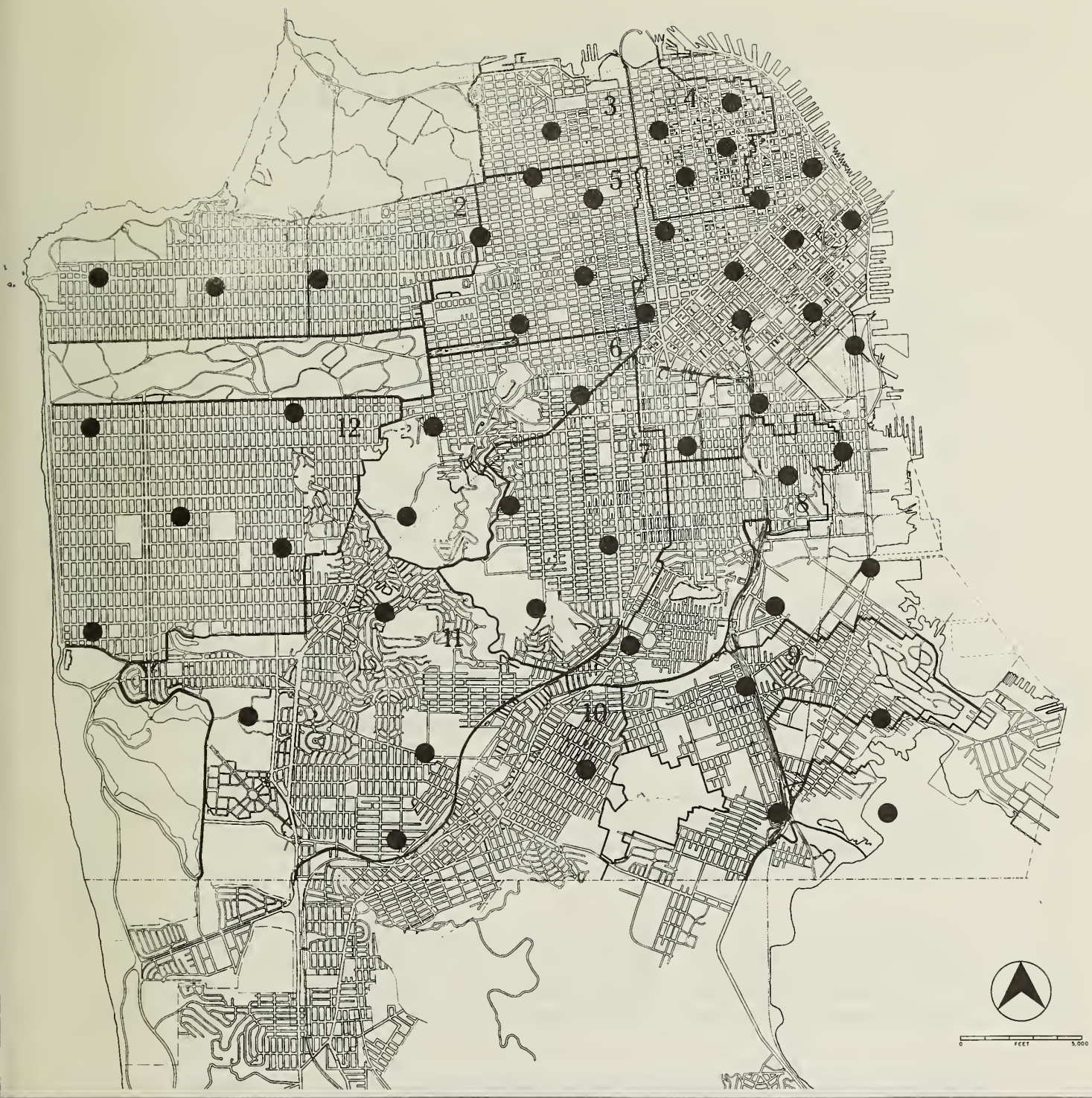
1. In general, firehouses should be distributed throughout the city so that each firehouse has a primary service area extending within a radius of one-half mile. This spacing should vary in relation to population densities, building intensities and types of construction, the pattern of trafficways, and with the relative degree of fire hazard.

2. Firehouses should be located on streets close to and leading into major or secondary thoroughfares.

3. Firehouses should be so located that no topographic barriers require time-consuming detours within the primary service area of each firehouse.

4. In each service area firehouses should be located in or near areas of relatively high population density or adjacent to commercial areas rather than within low-density residential areas, in order to be closer to areas where the greatest fire hazards exist, and in order to be situated on streets where the normal activity is such that fire calls will cause less relative disturbance to those living adjacent to firehouses.

5. Firehouse sites should be of sufficient size to allow provision of adequate sleeping, eating, and recreational space for the total number of men to be housed at any one time.



PUBLIC FACILITIES SECTION OF THE MASTER PLAN OF SAN FRANCISCO

FIREHOUSE LOCATION PLAN

PUBLIC FACILITIES

1

PLATE

● FIREHOUSE LOCATION

2 COMMUNITY BOUNDARY

THIS PLAN WAS ADOPTED BY RESOLUTION NUMBER 4099 ON OCTOBER 9, 1952, AND AMENDED BY RESOLUTION NUMBER 4420 OF THE CITY PLANNING COMMISSION AT A REGULAR MEETING HELD ON MAY 5, 1955.

RECOMMENDED
DIRECTOR OF PLANNING

APPROVED
PRESIDENT

CERTIFIED
SECRETARY

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

PUBLIC FACILITIES SECTION OF THE MASTER PLAN

II. THE LIBRARY LOCATION PLAN

A. Objective of the Library Location Plan

The Library Location Plan of San Francisco is intended to serve as a guide to the following objective:

> Development of a public library system in San Francisco which will make adequate and efficient library service freely available to everyone within the City, and which will be in harmony with related public service facilities and with all other features and facilities of land development and transportation provided for in other sections of the Master Plan.

B. Principles of the Library Location Plan

The following principles are in integral and basic part of the Library Location Plan:

1. In general, branch libraries should have a service area range of not more than one mile, and should be distributed so that all sections of the residential community areas of the City are within the service range of a public library. The spacing of branch libraries should vary in relation to present and prospective population densities and characteristics, physical barriers, and transit and trafficways patterns.

2. In general, the library system should be comprised of large branches each serving a population of 25,000 to 50,000. In areas of low population density or areas prescribed by physical barriers small branches may be developed to serve a population of 10,000 to 15,000.

3. Branch libraries should be located where a variety of community facilities attracts the residents of the surrounding area. Branch libraries should be easily accessible to pedestrian routes and vehicular trafficways, and should be not more than a level block from a transit stop.

4. Parking for motor vehicles and bicycles should be readily available on or near the sites of branch libraries.

5. Public library buildings should be simple and functional in design and in harmony with their surroundings. Buildings should be planned for the pleasure and convenience of the public, and for economy and efficiency in operation and maintenance.

PUBLIC FACILITIES SECTION OF THE MASTER PLAN OF SAN FRANCISCO

LIBRARY LOCATION PLAN

PUBLIC FACILITIES

2

PLATE

MAIN LIBRARY
LARGE BRANCH
SMALL BRANCH
INTERIM BRANCH
3 COMMUNITY BOUNDARY

THIS PLAN WAS ADOPTED BY RESOLUTION NUMBER 4149 ON APRIL 30, 1953, AND AMENDED BY RESOLUTION NUMBER 5197 OF THE CITY PLANNING COMMISSION AT A REGULAR MEETING HELD ON DECEMBER 17, 1959

RECOMMENDED
DIRECTOR OF PLANNING

APPROVED
PRESIDENT

CERTIFIED
SECRETARY

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

III. RECREATION AREA AND PARK LOCATION PLAN

The Recreation Area and Park Location Plan of San Francisco is intended to serve as a guide to the following objectives:

1. The provision of areas for active and passive recreation for all age groups, equitably distributed throughout the city.

2. The protection, preservation and enhancement of areas of natural scenic beauty, and the provision of open landscaped areas equitably distributed throughout the city.

The following principles are an integral and basic part of the Recreation Area and Park Location Plan:

1. Playlots, designed for children of pre-school age, and each containing a sandbox, play apparatus, and a mothers' sitting area, should be available within 1/8 to 1/4 mile of every residence in the high-density and medium-density sections of the community areas.

2. Playgrounds, designed primarily for children of elementary school age (6 to 12 years) and each containing a playlot, and apparatus area, turfed space for informal play, areas for games, and parklike areas for quiet activities, should be available within 1/4 to 3/8 mile of every residence in the community areas of the city. Playgrounds should be so located that access by residents within each service area does not involve the crossing of any major thoroughfare or expressway.

3. Playfields, each containing a playground, and athletic facilities serving junior and senior high school age groups (13-17) and adults, should be available within 1 mile to 1½ miles of every residence in the community areas of the city.

4. Small Parks, containing areas of scenic interest, either natural or created, and providing for passive and some forms of active recreation not requiring organized direction, should be available within 1/2 mile of every residence in the community areas of the city. Each community should have at least as much area devoted to parks, where the recreation afforded comes in part at least from beauty of appearance, as it does to organized recreation. Where city-wide parks do not exist nearby to fulfill this need, small parks should be provided.

5. Large Parks, containing woods and open landscapes, and facilities for certain kinds of active recreation requiring large areas, such as golf, boating, day camping, riding and bicycling, should be provided throughout the city wherever particular natural or scenic features warrant or wherever park use constitutes the best and most economical use of particular lands.

6. Ornamental Parks should be developed wherever possible in the downtown and working area of the city; on small irregular bits of land at street intersections, traffic islands, or wherever they may occur; and on streets too steep to pave for vehicular traffic.

7. Parkways, scenic routes of travel developed as elongated parks with a roadway limited to passenger-carrying vehicles and to which abutting property has no right of access, should be developed wherever possible to link together the various parks and viewpoints throughout the city.

8. Street trees should be planted and maintained along the streets of the city.

9. Areas designated for park or recreational purposes should be stringently protected for such use, and not be considered as reserves of open space to be drawn upon for public buildings or other public uses.

10. Areas used for active recreation should be developed and landscaped in a parklike manner so as to be attractive in appearance and add to the amenity of surrounding neighborhoods.

11. Reservoir grounds should be landscaped, and all covered reservoirs should be constructed, wherever possible and desirable, so that they can accommodate some forms of active recreation.

PUBLIC FACILITIES SECTION OF THE MASTER PLAN OF SAN FRANCISCO

RECREATION AREA AND PARK LOCATION PLAN

- PLAYLOT
- PLAYGROUND
- PLAYFIELD
- PARK • UNDER 1 ACRE
- PARK • 1-5 ACRES
- PARK • 5-10 ACRES
- PARK • OVER 10 ACRES
- PARKWAY TREATMENT
- 5 COMMUNITY BOUNDARY

THIS PLAN WAS ADOPTED BY RESOLUTION NUMBER 4632 OF THE CITY PLANNING COMMISSION AT A SPECIAL MEETING HELD ON NOVEMBER 29, 1956

RECOMMENDED
DIRECTOR OF PLANNING

APPROVED
PRESIDENT

CERTIFIED
SECRETARY

PUBLIC FACILITIES

3

PLATE

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

V. SMALL CRAFT HARBOR LOCATION PLAN

A. Objectives of the Small Craft Harbor Location Plan

The Small Craft Harbor Location Plan of San Francisco is intended to serve as a guide to the following objectives:

1. The reservation of suitable sites for the orderly development of adequate facilities for small craft harbors to serve the present and foreseeable needs of the city.

2. The satisfaction of the criteria established by the State Lands Commission under Chapter 8, Part 1, Division 6 of the Public Resources Code so that state funds may be allocated and expended to further the development and improvement of small craft harbor facilities in San Francisco.

3. To provide adequate links in the statewide system of harbors of refuge to enable small craft to move safely around the Bay and up and down the Coast always within reach of shelter from inclement or foggy weather.

B. Principles of the Small Craft Harbor Location Plan

The following principles are an integral and basic part of the Small Craft Harbor Location Plan:

1. Small craft harbors should be so located and designed as to be self-contained units not impinging upon or conflicting with adjacent land or water uses.

2. The small craft harbor requirements of the city should be met by the provision of several large harbors rather than many small harbors.

3. Small craft harbors should be readily accessible from both water and land, and should provide safe entrances and sheltered mooring spaces for boats and adequate parking spaces for automobiles.

4. Small craft harbors should contain areas for mooring or tying up transient boats as well as stalls and slips for local boats, and adequate shore facilities such as fueling service, dry storage, launching ramps, minor repair facilities, telephone, electricity, and water connections, and clubhouse and locker space.

5. Every small craft harbor need not be designed to accommodate craft of all dimensions but provision should be made for the special requirements of such classes as may require berthing and shoreside facilities at particular harbor locations.

C. Standards of the Small Craft Harbor Plan

1. Small craft harbors should be developed to accommodate light-draft vessels having a maximum loaded draft of 15 feet or less, a length of not over 150 feet, and a gross tonnage not exceeding 300 tons.

2. Berthside depths of small craft harbors need not exceed 15 feet at mean lower low water. Approach channels and boat basins providing 10 feet of water at mean lower low water are generally sufficient for all but the largest recreational craft.

3. In order to provide the necessary shore facilities, half as much land area as water area is generally essential for each small craft harbor.

D. Description of the Small Craft Harbor Location Plan

The San Francisco shoreline has a limited number of desirable sites for small craft harbors because of such physical and economic limitations as the expense of bulkheading deep water locations, the natural silting of harbors in shallow water areas, and the competition of industrial land uses for space along the waterfront.

The northern shoreline between the Golden Gate Bridge and Aquatic Park is the best area for small craft harbors because of shelter from southeast winds, limited shoals, and proximity to deep water and favored zones of boating activity. It is logical that highest priority be given this shoreline in a comprehensive program of boat harbor development.

The Small Craft Harbor Location Plan includes all potential sites without specifically indicating the size of each facility or the economic aspects of each site. This is left for determination and development in the course of the comprehensive survey of the Bay by the United States Army Corps of Engineers. When this study is completed, indicated adjustments and refinements in the plan can be made.

The following eight sites are recommended for inclusion in the Small Craft Harbor Location Plan:

Marina

The area in which the City and County most easily can undertake development of additional berths to the present San Francisco Municipal Yacht Harbor. The city owns the waterfront lands in the Marina extending from the Presidio on the west to Fort Mason on the east, a distance of about 4700 feet.

The present yacht harbor installation at the western end of the Marina consists of two boat basins formed by the construction of breakwaters and accommodates 209 boats. The large westerly basin is enclosed except for an entrance approximately 280 feet wide. The smaller and more recently developed basin is open to the east.

A preliminary development plan prepared for the Recreation and Park Commission in 1950 provides for a small craft harbor over the remaining Marina frontage, including Gas House Cove. The principal features of the proposed harbor are a breakwater enclosing the harbor area, and berths for approximately 750 additional boats.

Presidio

The most undeveloped yet most magnificent stretch of Bay shoreline within the City and County of San Francisco extends along the northern Bay, or Golden Gate, shore from the Golden Gate Bridge to the San Francisco Municipal Yacht Harbor. Situated in the area deemed most suitable for small craft harbor development, the land is entirely within the Presidio of San Francisco and under the jurisdiction of the United States Army. Some of the water area is under the jurisdiction of the State Lands Commission. It is recommended in the Shoreline Beaches and Parks Development Plan* that this shoreline area be developed as a park with a new scenic and access parkway and multiple aquatic uses, including a swimming and beach area and a small craft harbor. Suggested as a site for a for a small craft harbor is the area just west of the San Francisco Municipal Yacht Harbor. There is ample space for auxiliary on-land facilities. A clubhouse for general public use, fuel and service facilities, and sufficient parking space could be provided for a harbor at this location. Lying adjacent to the existing municipal harbor, the Presidio Harbor could be so developed that administrative and supervisory services could be combined with those of the present harbor.

Aquatic Park - Fisherman's Wharf

At Aquatic Park, situated on the northern shore east of Fort Mason between Van Ness Avenue and Hyde Street, is the only other section of shoreline, in addition to the Marina, that is under the jurisdiction of the City and County of San Francisco and suitable for boating use. Protected by a breakwater pier, the shoreline of the Aquatic Park lagoon is the site of the shore facilities of the Sea Scouts of the San Francisco Area Council of the Boy Scouts of America and of three private rowing clubs. Further development of the lagoon for the accommodation of sailing craft is indicated. Separating the Aquatic Park lagoon from Fisherman's Wharf is a long extension of the Hyde Street pier. The pier and the area to the east are under the jurisdiction of the State Board of Harbor Commissioners. The Board has developed a preliminary plan to install berthing facilities for small commercial or pleasure boats at the entrance to Fisherman's Wharf. The plan includes an L-shaped rock breakwater with finger piers to replace the long wood pier beyond the ferry slips at the foot of Hyde Street. It is estimated that some 260 boats, not exceeding 36 feet in length, could be accommodated here. First priority for use of the berths would be accorded to commercial fishing boats. The berths at this location would also be made available to sports fishing boats. Remaining berths would be available to private pleasure craft.

Ferry Building

A part of the proposal to create a park and historical monument at the Ferry Building is the development of docking facilities for small pleasure craft. This location would be particularly useful for visitors or commuters who come to San Francisco by personal boat.

---

*Under preparation as an amendment to the Shoreline Development Plan, adopted in 1948 and amended in 1950 by the City Planning Commission.

China Basin Channel

Removal of an outfall sewer will make the sheltered channel above China Basin, extending from Fourth Street to Seventh Street, feasible for consideration for small craft harbor use, primarily for low-clearance craft that would not require the opening of the heavily traveled Third Street and Fourth Street bridges.

India Basin

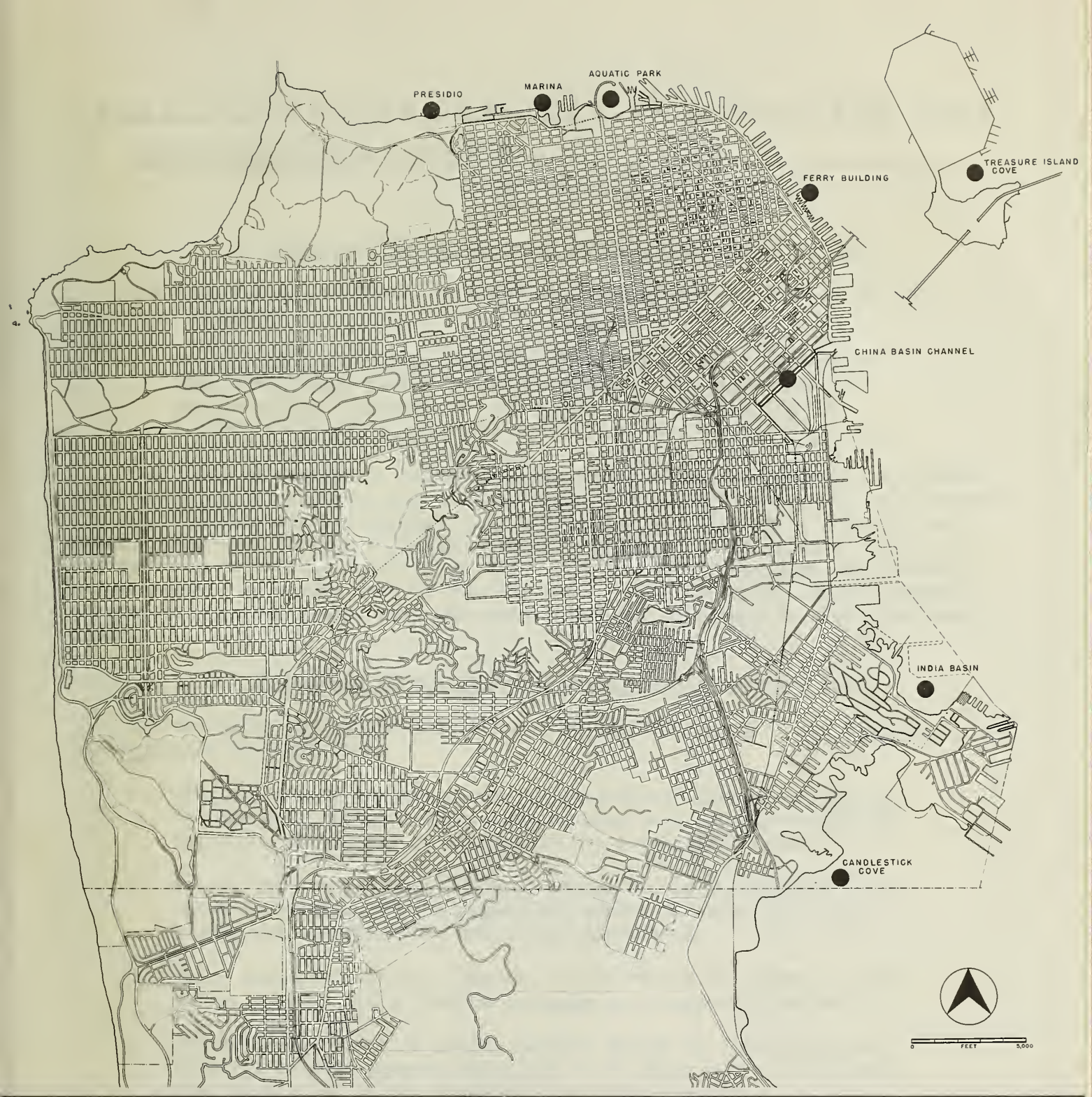
On the northern shore of Hunters Point, on Innes and Hudson Avenues, are boat building and repair firms specializing in the building and servicing of light-draft vessels. There are also berths and launching ramps provided by private boating clubs. All of these facilities will be useless when submerged lands are filled to the official bulkhead line. When the tidelands north of Hunters Point have been reclaimed and the new shoreline established, the southerly shore of India Basin, in the lee of the Hunters Point ridge, may be a suitable and desirable place for the continuance and enlargement of the boat building and repair activities and for the relocation of the berthing facilities that will be displaced by the filling of the tidelands.

Candlestick Cove

The Hunters Point Reclamation District was established by the State Legislature in 1955 to prepare plans for a reclaim 600 acres of tideland between the San Francisco Naval Shipyard at Hunters Point and the San Mateo County line. In the development of detailed plans for this area, full consideration should be given to the desirability and feasibility of providing a sheltered basin for small boats. Although this location is the least desirable within San Francisco for boat owners who sail outside the Golden Gate, its usefulness for smaller craft should be fully investigated so that it may be included in the over-all program of small craft harbor development if warranted.

Treasure Island Cove

The cove formed on the north shore of Yerba Buena Island by Treasure Island and the interconnecting causeway is perhaps one of the best sites for development of harborage for light-draft vessels within San Francisco Bay. This cove is presently under the jurisdiction of the United States Navy. In 1950 the United States Army Corps of Engineers in a preliminary examination report on harbors for light-draft vessels, said "a survey of San Francisco Bay for the purpose of establishment of harbors for light-draft vessels would not be complete without a full investigation of the feasibility of procuring the cove for public use and development."



PUBLIC FACILITIES SECTION OF THE MASTER PLAN OF SAN FRANCISCO

SMALL CRAFT HARBOR LOCATION PLAN

PUBLIC FACILITIES

5

PLATE

● GENERAL AREA OF HARBOR

THIS PLAN WAS ADOPTED BY RESOLUTION NUMBER 4575 OF THE CITY PLANNING COMMISSION AT A SPECIAL MEETING HELD ON JUNE 14, 1956

RECOMMENDED: Paul Oppenheimer
DIRECTOR OF PLANNING

APPROVED: R. Reynolds
PRESIDENT

CERTIFIED: Thomas C. Miller
SECRETARY

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

VI. DISTRICT HEALTH CENTER LOCATION PLAN

A. Objective of the District Health Center Location Plan

The District Health Center Location Plan is designed as a guide to the following objective:

> Distribution throughout the city of district health centers to make the general public health services of the Department of Public Health convenient to the people, thereby helping to achieve the goals of the public health program in San Francisco.

The goals of the public health program are to create and maintain a healthy environment in which people may live and work to help each individual in a community reach and sustain his maximum capacity for health, to promote physical and mental efficiency through organized community effort, and to provide direct medical services to certain segments of the population when these services appear to be necessary. In a city such as San Francisco, district health centers properly located to suit the public need and convenience are important in achieving these goals.

B. Principles of the District Health Center Location Plan

The following principles are an integral and basic part of the District Health Center Location Plan:

1. District health centers should be distributed throughout the city so that each serves a population varying from 130,000 to 185,000 depending on the extent of need of the population served.

2. For maximum convenience a health center should be centrally situated in relation to the population served in each health district, and convenient to public transportation.

3. Where possible, district health centers should be grouped with public schools and recreation grounds in a community center.

4. The design of district health centers should be functional and flexible to suit present needs and to be adaptable to the potential activities of the Department of Public Health.

5. Subcenters should be established where needed within a health center district to serve a population of 25,000 to 50,000.

6. Conference stations, (which are not shown on the map) operated through district health centers, should be located if possible in existing public or community facilities such as schools or recreation centers.

VI. DISTRICT HEALTH CENTER LOCATION PLAN

A. Objectives of the District Health Center Location Plan

The District Health Center Location Plan is designed to [illegible] the following objectives:

1. Distribution throughout the city of district health centers to make [illegible] public health services [illegible] to the people, thereby helping to achieve the goal of the public health program in San Francisco.

2. [illegible] to create and maintain a healthy environment in which people may live and work in [illegible] to a maximum degree his maximum capacity for health, to promote physical and mental efficiency through organized community effort, and to provide [illegible] services in certain segments of the population that these services appear to be necessary. In a city such as San Francisco, districts [illegible] people to make the public real and conscious its interest in solving these goals.

B. Principles of the District Health Center Location Plan

The following principles are an integral and basic part of the District Health Center Location Plan:

1. District health centers should be distributed throughout the city so that each serves a population varying from [illegible] depending on the amount of need of the population served.

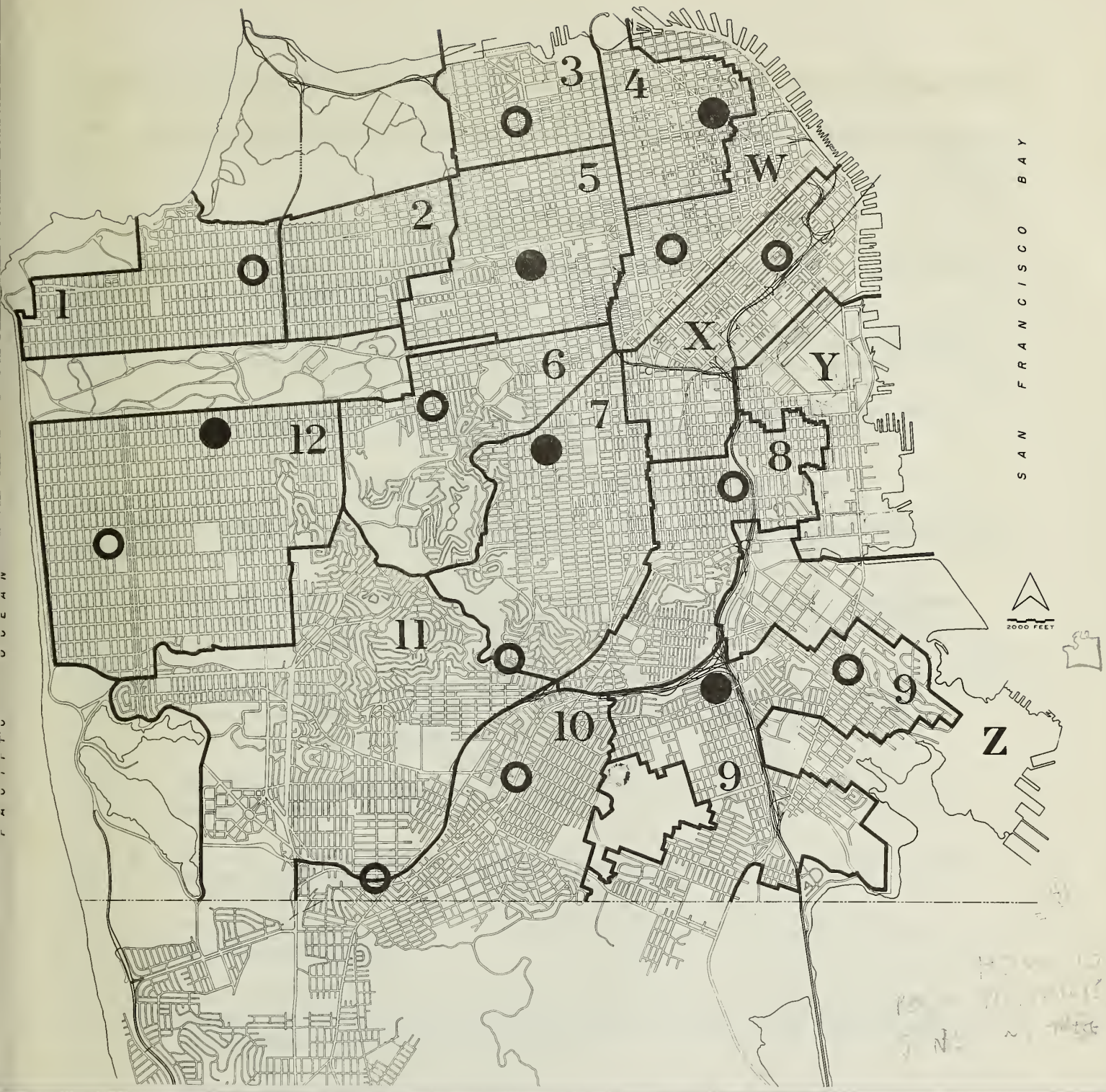
2. The maximum convenience a health center should be [illegible] related in relation to the population served to each health district, and convenient to public transportation.

3. Where possible, district health centers should be grouped with public schools and recreation grounds in a community center.

4. The design of district health centers should be functional and flexible to meet present needs and to be adaptable to the potential facilities of the Department of Public Health.

5. Buildings should be established where needed within a health center district to serve a population of 15,000 to 50,000.

6. Conference services, though not shown on the map, should be [illegible] each district health center, should be located if possible [illegible] existing public or community facilities such as schools or recreation centers.



PUBLIC FACILITIES SECTION OF THE MASTER PLAN OF SAN FRANCISCO

DISTRICT HEALTH CENTER LOCATION PLAN

● DISTRICT HEALTH CENTER

○ SUBCENTER

12 COMMUNITY AND WORKING AREA BOUNDARY

THIS PLAN WAS ADOPTED BY RESOLUTION NUMBER 5264 ON MAY 12, 1960, AND AMENDED BY RESOLUTION NUMBER 5970 OF THE CITY PLANNING COMMISSION AT A REGULAR MEETING HELD ON MARCH 17, 1966

RECOMMENDED
DIRECTOR OF PLANNING

APPROVED
PRESIDENT

CERTIFIED
SECRETARY

PUBLIC FACILITIES

6

PLATE

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

FILE 543 1-21

7492 2

VII. THE CIVIC CENTER DEVELOPMENT PLAN

A. Objectives of the Civic Center Development Plan

The San Francisco Civic Center Development Plan is intended to serve as a guide to the following objectives:

1. Provision for the orderly expansion and development of governmental, cultural, and attendant facilities in the Civic Center area.

2. Completion of the area in a manner to retain and augment the architectural quality and dignity of the existing center.

B. Principles of the Civic Center Plan

The following principles are an integral and basic part of the Civic Center Development Plan:

1. The two major types of public uses existing in the area, governmental and cultural, should be expanded on the basis of determined anticipated needs.

2. The area should provide for three types of circulation patterns--private vehicular traffic, public transit and pedestrian traffic--with a minimum of conflict between them.

3. The area should provide usable parks as a setting for the expanded facilities.

4. The area should provide adequate parking, located for the most part at the perimeter of the expanded development.

5. New buildings around the Plaza should conform in height with the existing structures.

6. New buildings should be designed to enhance the character of the present public buildings, using contemporary materials and methods, and meeting current economic needs.

7. The privately owned area adjacent to the Civic Center should be subject to special architectural and sign controls to complement the quality of the Civic Center environment.

VII. The Civic Center Development Plan

C. Description of the Plan

Following are the major features of the Plan keyed to the numbered buildings on the map:

Buildings serving city governmental functions include (1) the existing City Hall, remodeled in the interior for expanded office space and (2) a new Civil Courts building. A new city office building or City Hall annex is indicated at (3), and the Board of Education is continued at its present location at (4). The existing Health Building is shown moved to a possible new location at (5). (See Exposition Building below).

Buildings serving civic, cultural, and exposition functions, include the existing Veterans Memorial (6), the Opera House (7), the remodeled and reconditioned Civic Auditorium (9), and the expanded and remodeled library (10). A new exposition building connected to the Civic Auditorium and to the underground exhibit hall is shown at (8) replacing the Public Health building now occupying part of this site. A new Opera auxiliary building is shown at (11).

Buildings serving State governmental functions include the existing State Office Building an annex (12), the State Compensation Insurance building and allocated state expansion areas at (13) and (14). The existing Hastings Law School is retained (15).

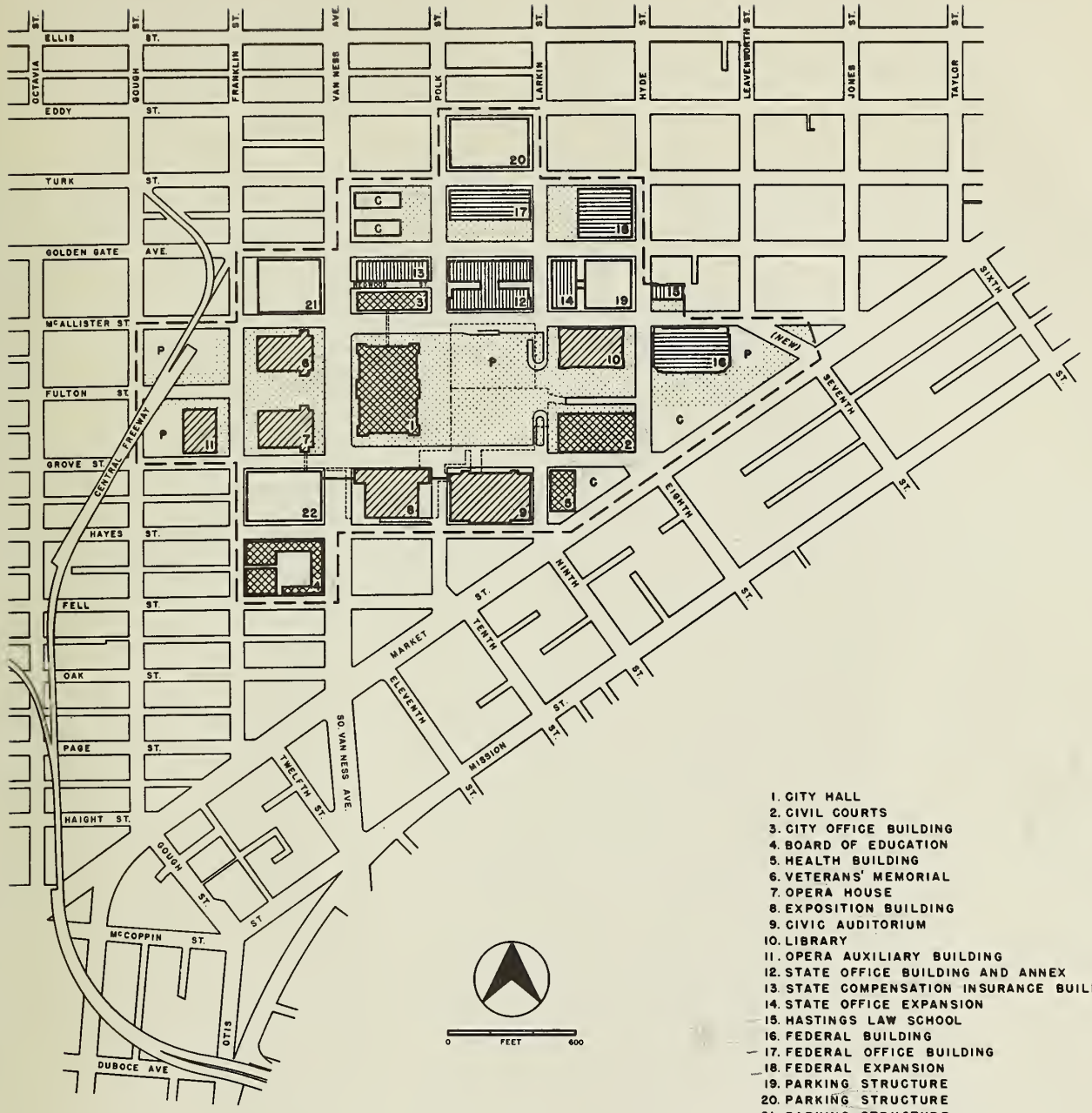
Buildings serving Federal governmental functions include the existing Federal Building (16), the site of the proposed new Federal Office Building (17) and an expansion area (18).

Parking structures are shown on the plan at (19), (20), (21), and (22). The garage under the Plaza is also indicated. The plan also shows several locations for open parking, indicated by (p).

The plan indicates the eventual closing of Polk and Larkin Streets between McAllister and Grove Streets and of Fulton Street between Larkin and Market Streets. These streets would be added to the existing open and landscaped areas of the Civic Center. Other new, open and landscaped areas are shown on three sides of the proposed new Federal Building (17). Seventh Street is shown extended from Market to McAllister Street in the vicinity of Leavenworth, with Leavenworth Street closed between McAllister and Fulton Streets.

C. Description of the Site

Following are the major features of the site keyed to the numbered buildings on the map:



1. CITY HALL
2. CIVIL COURTS
3. CITY OFFICE BUILDING
4. BOARD OF EDUCATION
5. HEALTH BUILDING
6. VETERANS' MEMORIAL
7. OPERA HOUSE
8. EXPOSITION BUILDING
9. CIVIC AUDITORIUM
10. LIBRARY
11. OPERA AUXILIARY BUILDING
12. STATE OFFICE BUILDING AND ANNEX
13. STATE COMPENSATION INSURANCE BUILDING
14. STATE OFFICE EXPANSION
15. HASTINGS LAW SCHOOL
16. FEDERAL BUILDING
17. FEDERAL OFFICE BUILDING
18. FEDERAL EXPANSION
19. PARKING STRUCTURE
20. PARKING STRUCTURE
21. PARKING STRUCTURE
22. PARKING STRUCTURE

P OPEN PARKING
C ARCHITECTURAL CONTROL AREA

PUBLIC FACILITIES SECTION OF THE MASTER PLAN OF SAN FRANCISCO

CIVIC CENTER DEVELOPMENT PLAN

- CITY GOVERNMENT
- CITY CULTURAL FACILITY
- STATE GOVERNMENT
- FEDERAL GOVERNMENT
- OPEN AND LANDSCAPED AREAS
- P UNDERGROUND PARKING
- UNDERGROUND FACILITY
- CIVIC CENTER BOUNDARY

THIS PLAN WAS ADOPTED BY RESOLUTION NUMBER 5055 OF THE CITY PLANNING COMMISSION AT A REGULAR MEETING HELD ON APRIL 23, 1959

RECOMMENDED DIRECTOR OF PLANNING

APPROVED PRESIDENT

CERTIFIED SECRETARY

PUBLIC FACILITIES

7

PLATE

SAN FRANCISCO DEPARTMENT OF CITY PLANNING

SAN FRANCISCO STUDY CENTER
P.O. Box 5646
San Francisco 94101

Utica/Omaha, Ne
Houchen
Bindery Ltd
2012